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## SAFETY APPLIANCES ON THE RAILROADS.\*

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During the two years previous to my appointment as a member of the Iowa Board of Railroad Commissioners, I had become quite interested in railroad men. In the extension of the Fort Dodge and Des Moines line to Ruthven, I was somewhat officially connected with the matter of securing the right of way, and I also had the selling of the lands that fell to the road. As a matter of course, I was often back and forth over the line, becoming well acquainted with the trainmen. It was in the year 1883 that I was appointed one of the Commissioners, and my duties led to a great deal of traveling over the State roads, where I was always on very friendly terms with the crews, learning much of their life and exposure. Much of my traveling was on freight trains, from choice, in order to learn what these men had to meet with. The Commissioner law required that in case of a serious accident on any of our roads, the Commission should carefully investigate the matter and report their findings to the Governor. It had not been the custom, nor the belief of the Commission that it was required of it, to investigate the maiming or the killing of a trainman. These cases were of such every day occurrence, it was taken as a matter of course that the men must of necessity be maimed and killed. In the annual report of the Commission previous to my going upon the Board, this was the idea set forth in speaking of

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\*If there seems to be any discrepancy in dates or names it must be attributed to failing memory, as I have written from memory alone.

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the fearful loss of life and limb to men in train service. After giving the number of fatal and serious accidents to railroad men on the roads of our own State, the report in substance says: "We regret exceedingly to be compelled to report year after year such great loss of life and so many terrible and painful accidents to these men, but we see no way to prevent it, and we suppose it is one of the inevitable conditions of a railroad man's life."

After being on this Board a year or more, and having familiarized myself with its duties and its opportunities to be of use to our people, I began to feel that I was not doing my duty as a sworn officer of the State, if I did not try in some way to lessen the great loss of life, and the suffering sustained by these railroad men, who were our fellow citizens, and whom I was equally sworn to serve. Their lives were just as dear to them and to their families as those of the passengers. If our law required us to investigate the maiming and killing of the passengers, who might or might not be citizens of Iowa, why should it not be our duty to look after the trainmen, who were citizens, and in a large sense, servants of the State—as much so as the members of the Railroad Commission? Our law required that every railroad company in Iowa should report promptly every accident, fatal or otherwise, to our State Railroad Commission. I soon became intensely interested in this matter, and I found myself going here and there to all parts of the State to investigate accidents to these railroad men. I learned that a great majority of the accidents came from coupling cars, but more of the fatal accidents from falling off from the trains. Then, I said to myself, "Why not have self-couplers, that will couple automatically when the cars are pushed together, and not require the men to go between the cars; and why not have air-brakes on freight as well as on passenger cars, under the control of the engineer, as on the passenger trains? We do not see men on top of the passenger cars setting up the brakes." It did seem to me that this could be done, and the



more I thought of it, and the more I investigated, the more satisfied I became that it was the very thing to do, and I said to myself, "It can and shall be done, if the public sentiment will stand by me in the matter."

My first work was to arouse the people to this awful wrong, the butchering of these faithful men who were serving the public at such a fearful risk to life and limb. To this end I used the public press and platform from one end of the country to the other. I prepared a letter, showing the terrible loss of life, and the maiming of these men, and sent it to every religious and family paper in the nation, and with it a personal letter to the editor, begging him either to give it room, or make it the subject of an editorial. I took one day over two thousand of these letters to our postoffice. I attended the National Conventions of Master Car Builders, a very important class of railroad officials, who meet annually to discuss all matters that go to the make-up of cars. I was very kindly received, and invited to address them on the subject of automatic couplers and power-brakes on freight cars. I also met with the Railroad Master Mechanics, where I was accorded a most kind reception. I met with these men in their annual conventions for five or six years, and found an increasing interest every year. In their convention of 1885, a joint committee was created, from the Master Car Builders' and Master Mechanics' Associations for the purpose of testing power-brakes on long freight trains. This committee was instructed to advertise to the world that any man who had invented a train-brake and wanted to sell the same to the railroads, might fit up a train of fifty freight cars with his appliance, and bring the train to Burlington, Iowa, where its merits would be tested by this committee of experts. If the invention stood the test, and should be found practical, the Master Car Builders would so report to the railroad companies, recommending the purchase of the invention. It was also stated that no railroad company would buy any brake that was not first

tested by this committee of expert officials, as the organization appointing it represented practically all the railroads of the United States and Canada. To this test all the Railroad Commissioners of the different states were invited. At that time, however, there were but few states that had railroad commissioner laws. These tests lasted some three weeks, and at the conclusion the committee had to report to their conventions (which convened that year in Minneapolis), that there was not a brake in existence that was safe and practical for a train of fifty cars. The brakes used on passenger trains would do very well for short trains of fifteen to twenty-five or thirty cars, but when applied to long trains of fifty or more cars, such as the larger engines coming into use could draw, the shocks when the brakes were applied in emergency cases would demolish the cars in the rear end of the train and play havoc with the freight inside.

There were but few of the Commissioners who came to witness these tests, and fewer still who stayed after they saw one test. It was very dangerous work. After the first two days, I was the only Commissioner left. It was a very dangerous place to be in, yet there was so much at stake that I felt that I must know all about it, so that I could talk intelligently on the matter as occasion might require. In my future work before legislative and congressional committees, I found the knowledge thus knocked into me of great service. I may be pardoned if I say right here, that in all my public addresses, before congressional committees, with old and experienced railroad men, presidents and general managers by the dozen to oppose, I was never once picked up for making a wrong statement. All seemed willing to admit that I knew what I was talking about. Mr. Arthur Mellen Wellington, one of the leading civil engineers of the nation, and then editor of *The Engineering News* of New York, was chosen umpire in these brake tests. In writing of them afterwards for his journal, he made this statement: "Several of the Railroad Commissioners were present the first two days



but they were all scared away except Commissioner Coffin of Iowa, who stayed through the entire tests of three weeks of each year, and always rode in the most dangerous part of the train in order that he might become conversant with every particular. As a result he knows as much about power-brakes and automatic couplers as the average general manager of our railroads. In fact, as I look back now upon those scenes and dangers I wonder that all came out alive. As it was, several of us were badly hurt for the time being."

These tests, as I have stated, were continued for three weeks in the summer of 1886, and when this committee of experts reported the utter failure of finding a practical brake, suitable and safe for long freight trains, the conventions continued the same committee, with instructions to advertise again, and repeat the tests in 1887. This was done, and I think there were six fifty-car trains brought that year, with about the same result as in '86.

If I repeat here a conversation I happened to overhear, it may throw a side-light on the way the railroad companies were feeling on this important question. While, perhaps, it savors a little of egotism, I may still be permitted to give it. Mr. Godfrey H. Rhodes, the master of motive power, and master car-builder for the Burlington road, was the chairman of this committee of experts. He is now Assistant General Superintendent of the lines west of the Missouri river. While conducting the tests he was asked by a prominent man why it was that the railroads were at such an expense in testing these brakes. Mr. Rhodes replied, "It is only a question of a short time when the public will demand that we equip all our cars with the best possible safety appliances, such as brakes and automatic couplers, for men like Mr. Coffin, one of the Commissioners of this State, are constantly writing and speaking before the public and arousing a sentiment that will result in a law making us do this work, and we want to know what it will be safe to buy." That remark, though not intended for my ears, shot a mighty ray of hope

into my heart, and I said to myself, "Well, then, I will keep on in the work of agitation until the sentiment is crystalized into law." Yet it was with sad and disheartened feelings that I listened to the report of this committee to their conventions which met this year at Old Point Comfort, Va. Still there seemed to be a ray of hope from one very important circumstance. Mr. George Westinghouse, the distinguished inventor of the air-brake in use on most of the railroads in both this and in foreign lands, came in his own private car to this second test in 1887. His general manager and leading men were there both years, with his brake on a fifty-car train, and while it was far ahead of all others, it was not up to the standard required by the committee. But Mr. Westinghouse intimated to the committee that the thing would yet be accomplished. He returned to Pittsburg, and wealthy man as he was, took off his coat and went to work in one of his great shops. He arranged fifty brakes in the shop, and experimented and worked on them for some three months. In September of that year I received an invitation to go to Burlington to witness the work of the "quick-acting brake" on a fifty-car train. I needed no second invitation but proceeded immediately to Burlington. The long hoped-for thing was accomplished. That immense train could be hurled down the steep grade into Burlington at the rate of forty miles an hour, and at a given signal, the brakes applied and the train brought to a standstill inside of 500 feet with scarcely a jar and not a man on top of the cars. "Eureka! Eureka!" I exclaimed, and actually wept for joy. "The thing can now be done!" I had gone through almost the same experience in the tests of couplers, for in witnessing them I felt just as sure that there was an automatic coupler that could take the place of the old man-killer link-and-pin-coupler, as I was sure that we now had a power-brake. I will not stop here to tell of the experimental trips with freight trains that I took with railroad officials across the State while testing close and loose couplers to ascertain whether an



engine would haul as many cars with the close as with the loose ones, like the old link-and-pin. It was proved to a demonstration that it would, and I was now ready to go to work for proper legislation. My first movement was to get a law through the Iowa legislature.

In the winter of 1889-90, I drafted the first bill that was ever enacted by our legislature for this purpose. I drew that bill with great care. I believe I was a full month at work upon it. I submitted every section as I drew it to one or more of the Judges of our Supreme Court, in order to be sure of its constitutionality, and when I finished it, I asked the representative from Hamilton county, Mr. Chase, to introduce it in the House,\* which body passed it with only seven votes against it. Later, in the Senate, there was not a single opposition vote. The bill was at once approved by Governor Horace Boies, and I have the pen with which he signed it. The Nebraska legislature copied the bill, and I believe, passed it word for word. In the spring of 1888 the Interstate Commerce Commission, which had just come into being, invited all the State Commissioners to a conference at Washington, in order to get all possible information from their experience. Although my term of office had expired, and for some good reason I was not reappointed, I was invited to attend this conference. I there made a speech, at the request of the Conference, which started the ball a-rolling at a great rate. It is my opinion that there were at that time only seven or eight states which had a Commissioner law. There was not a single Commissioner who was not in a measure opposed to the legislation I had in view. They did not believe that the maiming and killing was as great as I had represented it. What had occurred in Iowa I knew to a dead certainty, for I had the report of the railroads themselves, but as to the nation, I had to get at the losses as best I could through estimates. There were no reliable statistics

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\*Journal of the Iowa House of Representatives, March 1, 1890, pp. 123, 326-7-8; Senate Journal, April 2, 1890, p. 492.

outside of Iowa. I took the number injured and killed in this state as a basis for these estimates. Poor's Manual gave me the number of miles of our railroads, together with the number in the country, and so, by the "rule of three," I figured the awful total of the whole, but this was so terribly great that I never dared to give out the actual figures. One day, however, in talking with a very intelligent railroad official, he said, "Mr. Coffin, your basis of calculation is wrong. You should not figure on the number of miles, but on the number of engines." I saw this in a moment, for on most of the roads, and especially in the east, there would be ten trains running to one in Iowa. Poor's Manual also gave me the number of engines in the nation, and when I took this for a basis I was thunderstruck at the fearful aggregate. I was more afraid than ever to give out the full figures.

I can hardly describe the scene in the conference room in Washington as I concluded my remarks. The Commissioners gathered around me, making loud protests and assuring me that I must be wrong. The Commissioners from Kentucky especially were very emphatic, protesting against allowing such figures to go out to the public. Even the Commissioners from Massachusetts seemed to be scandalized that such words and figures should go out from that body. It will be remembered that Massachusetts was the first state in the Union to adopt the Commissioner system. Her representatives at the conference had the honor of being considered the most efficient and able Board then in existence. Our own State and others had followed the precedent which she had inaugurated at the start. "But there," I said, "are the figures, and to me they are cold and awful facts, but I hope that when you meet here again in a year from now you will be able to show that I am wrong." I did meet with them the following year and here is what the Kentucky Commissioners' report, which was issued just before the meeting, says in substance: "We were horrified at the remarks of the gentleman from Iowa as to the number of casualties to railroad



employees as shown by the Iowa statistics and calculations from them, and we could not believe that it was possible they were true; so, on our return to our office from Washington we issued circulars to the roads in our state requesting that they would report to our Board the accidents to employees for that year, and we find to our great amazement and sorrow, that the basis of the Iowa calculation is far too low, for the casualties to trainmen in this state are larger than those shown by the Iowa reports."

At this conference a resolution was adopted favoring the enactment of a law by Congress requiring safety appliances on the cars. I had already prepared a bill myself, which Col. D. B. Henderson of Iowa introduced in the House, and Hon. William B. Allison in the Senate. The long fight now began. President Harrison in his message to Congress December, 1883, made a grand plea for some legislation for the safety of railroad men, and in that plea used in substance these remarkable words: "It is a disgrace to our civilization that men in honorable employment for a livelihood should be subjected to greater danger to life and limb than soldiers in time of actual war." He urged Congress to take some wise action on the matter. Not long after that first conference in Washington, the Chairman of the Interstate Commerce Commission, the illustrious Judge Thomas M. Cooley of Michigan, wrote me, requesting all the facts and statistics that I had accumulated, with such other information as I had acquired, for the use of the Commission. Some two years afterwards I understood that on General Harrison's request for information as to the casualties to railroad men, these statistics were sent to him and became the basis of his remarks on that subject. These facts were furnished him by the Secretary of the Commission without any reference to the author. It might be well to note this fact as it has a bearing on a very important time in the history of this safety appliance legislation further on. I was in Washington during both sessions of the Fifty-first Congress, the first Con-

gress of the Harrison administration, and often before committees. The House Committee on Railroads and Canals at first decided to report the bill for passage by an almost unanimous vote, though not in a formal meeting of the committee, for it was impossible to get them together. This was accomplished, however, by getting the clerk of the committee to go to each member and obtain his written consent that the chairman report the bill back to the House recommending its passage. It was now so near the close of that Congress that I knew well enough there was no hope of getting it through the Senate if it passed the House; but I was very anxious to have it taken up and passed by the House, as the prestige of this success would be a great help to me in the next Congress. The chairman of the committee, Mr. H. C. McCormick, of Pennsylvania, stood on his feet directly in front of Speaker Reed, with that bill in his hand, all the night long, but failed to obtain recognition. I had gone personally to Mr. Reed, in the brief recess between the day and night sessions, and begged him to recognize Mr. McCormick, telling him that I had "counted noses" of the members of the House, and was sure that it would go through without a call of the House on a yea and nay vote, and would not take over five minutes. He would give me no satisfaction, only remarking that there was a great deal to do that night, but that he would see. He was, however, all along opposed to the bill, and did not vote for it two years later when it was finally passed by the House, and when, too, we needed every vote that we could command, as we shall see later on.

In the Senate the bill was referred to Senator Cullom's committee on Interstate Commerce. Senator Allison very kindly took me before the committee and introduced me, briefly speaking of my work and standing in Iowa, and of the importance of the measure. He was a strong, earnest friend of the measure from first to last. I was before that committee only a few times during the session, as my advisers,



who were favorable to the measure, thought it better to first get the bill through the House. But, as already intimated, there was no action in either body during that session. So, during the interim before the meeting of the next Congress, I devoted my time to arousing public sentiment in favor of some legislation for the safety of these railroad men. To this end I used the press, platform and pulpit. Wherever there were great official gatherings of the different denominations and religious bodies, I would try to get a hearing, which was never refused me except in a single instance, and then only because of a misapprehension of the object of my mission. I also went before such legislatures as were in session, and persuaded them to memorialize Congress in favor of some action in this direction. This I found had a very good effect. I went to the International Conventions of the Railroad Brotherhoods, which passed strong resolutions in favor of a law for the safety of their members. I afterwards found this action very helpful in my work.

When the next Congress met (Fifty-second, first session) Mr. Charles F. Crisp, of Georgia, was elected Speaker of the House. I had gone over my bills very carefully, and made them as nearly perfect as possible. And I may be permitted to say that as far as I know, no question has ever been raised as to the constitutionality of any of the points involved, thanks to my friends, the Judges of the Supreme Court of Iowa, and more especially to Judge Joseph R. Reed, of Council Bluffs, who was then on the bench. Senator Allison and Col. D. B. Henderson again introduced the bill in their respective Houses. In the House the bill was this time referred to the Committee on Interstate Commerce, with Mr. George P. Wise, of Virginia, as its chairman. This was a very large and able committee, and before it we had several hearings. A large number of the highest railroad officials, presidents, general managers and master mechanics attending, all of whom were opposed to the passage of the measure. Nearly or quite all the southern roads were very bitterly hos-

tile to it, openly asserting that they would defeat the bill if it cost them thousands of dollars to do it. While most of these gentlemen admitted that automatic couplers were desirable, and they must come into use as fast as they were able to procure them, still they were opposed to any legislation on the subject. This also was the attitude of most of the leading roads of the north. There were, however, some very signal exceptions to this policy of delay. The Vanderbilt roads never opposed me in the least, but on the other hand privately encouraged me to keep at the work as they felt it was a measure that all of the roads in the end would adopt. Here is a pertinent illustration of the way these corporations feel about any legislation whenever legislation will result in good to themselves. That great railroad man, Mr. Roberts, the long-time President of the Pennsylvania system, came before Senator Cullom's committee. He said that the Pennsylvania road believed in all the provisions of this bill, and were putting on these automatic couplers and brakes as rapidly as possible. He confidently stated that his Company "would get there" before the dates that Mr. Coffin had fixed in his bill. But he did not want any legislation on the matter. "We railroad men," he said, "know what we want and what we ought to have for the safety of our men as well and much better than anybody else. We shall provide these things just as fast as we are convinced that we need them, and they are to be had, and so, gentlemen, do not burden us down with this proposed legislation." So convincing was his talk that Senator Harris, of Tennessee, who was a member of the committee, remarked, "Well, I have heard enough and am satisfied that the railroad people know what they want." On that he got up from the table around which the committee were sitting, and took his hat to leave the room, when Senator Cullom asked him if he had not better hear the other side before he made up his mind. "No," said he, "I have heard enough. I guess that these railroad men of long experience know what they are about, and what they



want." And yet this man was the honored president *pro tem* of the United States Senate! And now let me state the sequel to Mr. Roberts' assertion that his "road would get there before the date fixed in the bill."

At a hearing before the Interstate Commerce Commission five years after the bill became a law, for an extension of time to meet its requirements, the officials of this same great and rich road pleaded for five more years in which to comply with the law! They reported that only about one-half of their cars had been equipped as the law required. Their plea was that they could not do this work on account of hard times. Poverty was at this time their only plea for delay. The first road on the petition for an extension of time was the Chicago & Alton, and that road from 1888 to 1898 was paying its regular 8 per cent dividend, without a single omission. These two cases give us a lesson that should not be forgotten. Right here, too, is another point of much importance which became a great help to me in this last Congress. Many leading roads of the north saw that sooner or later a law would be enacted requiring this humane protection to their men, and had commenced in earnest to get ready for it, adding many of these safety appliances to their cars; but as these roads were obliged to take the unequipped cars from other lines, the work was still dangerous for their men, notwithstanding they had laid out large sums of money for these safety appliances. This resulted in a great injustice to the humane and progressive roads. Publication of these facts became a great advantage in our ultimate success.

After several hearings before the House Interstate Commerce Committee, of which George D. Wise, of Virginia, was chairman, the bill was referred to a sub-committee of three, of which Mr. J. J. O'Neill, of St. Louis, was chairman, and there the bill slept for months. The other two members of the sub-committee were very favorably disposed towards the bill, and were ready at all times to act upon it,

but the chairman would do nothing, and for reasons that he would not explain, though claiming still to be in favor of the bill. This was all finally explained. That fall the Democratic National Convention was held in Chicago, and Mr. O'Neill went to that city and managed to get a resolution adopted by the convention, berating the Republicans for not enacting this same law in the former session of Congress. A resolution favoring this legislation was adopted as a plank in the Democratic platform. When he returned, he and the Secretary of the Interstate Commerce Commission Committee fixed up the bill to suit themselves without consulting me, or even letting me know when the sub-committee or the full committee met. A great many of the members of the House were ready and anxious to vote in favor of the bill, and wanted it reported. I had worked with almost every member of the House, and I knew that the bill would pass with but little opposition if it could be reported back to that body. At last when these men had fixed this bill to suit themselves, it was reported to the full committee, and that committee supposing that it was my bill, at once voted to report it for passage, and it was so reported, and passed the House (July 8, 1892) with very little opposition. It was at once sent over to the Senate. I have to confess that I myself was in blissful ignorance of the changes that Mr. O'Neill and his co-worker had made in the bill, thinking that they were friendly to the measure in its main intents and purpose. I was completely thrown off my guard until one day in the office of the Secretary of the Interstate Commerce Commission I met Mr. O'Neill. He said, "Mr. Coffin there is no need of your staying here any longer. We will now look after the bill, and see that it passes the Senate, and you had better go home. You do not know how to handle these Senators as well as we do, and you may endanger the bill by some indiscretion." Of course I was thunderstruck, and for a time did not know what to say. In fact, I think that I made but little reply, only to give him to understand that I



should stay by to the end, and it will appear that it was well that I did so.

In the Senate the bill was referred to Senator Cullom's Committee on Interstate Commerce, and in due time the Senator called the committee together. In the meantime, he looked over the bill very carefully, and said to me that he was very doubtful about its passing his committee, as it had been changed some from the one I had had before them. Of course, this was enough to make me very anxious. I had secured pledges enough from the Senate to insure its passage, if I could once get it out of the committee with a favorable report. But here I was after four years of hard work liable to have it all come to naught. There were only three weeks more before the Fifty-second Congress would close and there was a great amount of business before it, as is always the case so near its final adjournment. The time for the meeting of the committee came, and Mr. Cullom kindly invited me to step into his private room while it was in session. The session was a very short one. At its close the Senator came into the room and threw the bill down upon the desk where I was writing, saying, "There is your bill. I read it very carefully to the committee. A few words were said on it by one or two, and then some one moved that we report against it, or for an indefinite postponement, and it was so voted. Now," said he, "if you will take the bill and so remodel it as to conform to the one you had presented by Senator Allison, I will call the committee together again, and see what I can do, for I believe that something of this kind should be a law." The mighty weight of that moment I can never tell in words. For an hour I sat there stunned. The first thought was to throw up the sponge and quit, but after a few minutes deliberation, I said, "No. There is yet hope. This is a great humane work and God is behind it, and it must and will go through." I took the bill and went to my room and for two days and nights I worked incessantly upon it, and then handed it to Senator Cullom for criticism. He made

scarcely a change. "Now," said he, "I will call my committee together and see what we can do." After the bill was discussed for some three hours, the committee voted that the chairman might report the bill, recommending its passage, but that they would not agree to support the measure on the floor of the Senate. Then, again, I was happy, for I was well assured that it had friends enough in that body to pass it if once it could come up in the regular order, which was now assured. But after all there was a hard fight for its life. It came up as the regular order of business on a Monday morning (February 6, 1893), and it continued to be the regular order for all that week. It was fought section by section, and finally came to a vote at five o'clock Saturday afternoon (February 11). There were only ten votes against it. Senator I. G. Harris, of Tennessee, and Arthur R. Gorman, of Maryland, were leaders in the opposition. A motion was made in the Senate to strike out all of the House bill and adopt the committee's amendment of the whole bill. I have before me the bill as it passed the Senate. A black line runs through every line of every section of the old House bill, and then follows the bill as it passed the Senate with some minor amendments, precisely as I had drafted it. It went from there to the Speaker's desk in the House. As it was now an amended House bill, it had to take its chances before that body again. The long fight over the bill in the Senate had, of course, called a great deal of public attention to it by this time, and more especially that of the railroads. As stated before, the southern roads were unanimously opposed to it. Somehow it had gone out as the saying of one of the opposition, either in or out of Congress, I am not able to say which—"that niggers were cheaper than automatic couplers and power-brakes,"—but this did not help the cause of the opposition. It was used against the roads with great effect. It was too cold blooded and heartless. The day at last came when the bill was taken from the Speaker's table. On February 21, 1893, it was made a special order, and the



race for its life began. Mr. James D. Richardson, of Tennessee, was the leader of the opposition. Mr. Wise, of Virginia, Chairman of the Interstate Commerce Committee, to which the bill had been sent first, though a southern man, took charge of the bill and made a grand fight for it. Of course there was close at hand a powerful lobby which fought the bill inch by inch. That Congressional day, February 21st, was a long one, longer than any other day of the Fifty-second Congress. It lasted until 6:30 the next morning, the 22d. The opposition resorted to filibustering and tried in every possible way to adjourn without action on the bill. Had this occurred the bill would then have gone to the bottom of the calendar, and could not have been reached again during that Congress, which was then only about a week from the final adjournment. But our men stayed with us to the end. So many members had gone that whenever a motion was made to vote or to have a call of the roll there would arise the cry of "No quorum." This was followed by a motion to adjourn, but we always had enough friends on hand to defeat the motion. It was a very stormy night, and the sergeant-at-arms had a hard time, running all over the city of Washington to hunt up members and bring them to the House. About five o'clock in the morning Speaker Crisp came down on to the floor of the House and had a consultation with the leaders of the measure, agreeing to recognize Mr. Wise, who had charge of the bill, on suspension day, if he would consent to an adjournment. On that day, when the rule is suspended, whatever bill is then before the House can at once be put upon its passage with only one filibustering motion allowed. But here comes the rub. It must then be passed by a two-thirds majority. Here now was another crisis. Did we have that two-thirds? I knew that we had a large majority, but it was a little uncertain whether we could command two-thirds of the members. After consultation, however, it was thought safe to risk it, and the House adjourned.

It was then only three days to suspension day. I had taken a violent cold that stormy night, and the nervous strain had nearly worn me out. I was bordering closely on pneumonia. Still there was a great deal to be done before that trial day. The enemies of the bill had induced employees of the different roads in the south to send in telegrams to their members, asking them to oppose the bill, which they, as practical railroad men in actual service, did not want. These telegrams had been read on the floor of the House the day the bill first came up and were having the desired effect. But this delay in the consideration of the bill for three days gave me time to counteract their influence. I had before the committees resolutions adopted by all the Brotherhoods of Railroad Employees, putting themselves unanimously on record in favor of the bill. These Brotherhoods contained over one hundred thousand practical men who were running trains. Besides these, I had handed the committees petitions signed by thousands of the men asking for this legislation. All these and many other facts pertinent to the matter I gathered up and condensed into a small pamphlet which I had printed. When the bill came up for its final disposition, February 27th, I had placed on each member's desk a copy of this pamphlet. It was worth a year's hard work to hear the speech by Mr. Wise in closing the debate on the question of its passage. He was a tall man, with long arms, and quite nervous in his manner. He pointed out that these bogus telegrams all read as though dictated by one master mind, and holding up the little pamphlet high over his head and nervously shaking it, said in stentorian voice, "Here are over a hundred thousand practical railroad men at work on the railroads of this nation exposed at this very moment, as President Harrison has said, 'to greater danger to life and limb than were our soldiers in the civil war.' They are asking you to throw some protection around their occupation, while they are serving in their quasi-public capacity, as no other class of wage-earners ever do. Shall we listen to a



score or more of private telegrams, which show on their face that they are frauds, and ignore the official utterances of these great Brotherhoods, speaking in no uncertain terms of their great need?" The picture of that grand man standing there with that book quivering in his nervous hand high above his head, will never be banished from my memory. Something of a like scene occurred on the day of the all night session, when some one asked him how long he would delay the important business of Congress, now so near its close, on such a bill as this? Rising in his place to his full height, and quivering with hot indignation that such a question should be asked by any one on that floor, he looked straight at the man who had asked it, and with southern fire flashing from his eyes, replied, "Sir, I will stand here till eternity comes before I will turn my back on these deserving men, and on such a bill as this." For a moment the House was as silent as death, and then such a roar of applause broke forth as is seldom heard in that body. That noble man is now, I understand, dead. If he were living, I should esteem it a great pleasure to go all the way to his home and thank him over again for his grand help in the work.

At the close of Mr. Wise's great speech the yeas and nays were called. There was an almost breathless silence during that roll call. Col. D. B. Henderson, then a member of the House, who had from the very first stood like a rock for the bill, and done it much eminent service, understanding that Tom Reed was not to vote for the bill, went to him, and with some very forcible words, which he knew so well how to use, persuaded him to leave the House so as not to be put on record against the bill. The vote was very close. There were only five votes over a two-thirds majority. Every one of the Iowa delegation voted for the bill except Judge Walter I. Hayes. He voted against it. What was the result to him? He had been elected by over seven thousand majority in his district, as I remember it, but the railroad

employees of his district combined, and irrespective of party, overcame that large majority, and left the Judge out in the cold. Thanks to the sense of the Fifty-second Congress, the bill was passed at last, and on the day before President Harrison laid aside his authority, he gave it his approval. It was now a bill no longer, but a solemn law of a great nation. I doubt if Mr. Harrison ever signed a bill with as much willingness as he did that. If I am rightly informed, he said that very thing. I can leave it to the judgment of the reader to determine what would have been the result if I had taken Mr. O'Neill's advice and left Washington for my home. The pen with which the President signed the bill had been spoken for by the Secretary of the Interstate Commerce Commission—so Maj. Halford, the private secretary of the President told me—and I suppose he has it now. I understand that the legislature of Massachusetts passed a vote of thanks to this Secretary for getting the coupler bill through Congress! It matters little by whose work the grand result was brought about. The saving of life and limb by this law is something stupendous, and must be a source of great satisfaction to every person who had anything to do with its enactment. In the year after President Harrison's approval of the measure there were 2,837 railroad men killed, and between 20,000 and 30,000 injured. Four years later there were only 1,693 killed, making a saving of 1,044 lives, and there were about 5,000 fewer men injured by accidents. The roads had not then quite half equipped their cars as the law required. Now, at the time I am writing (1902), all the cars and trains are fully equipped with these life-saving appliances, reducing the loss of life and limb from what it was at the time the bill became a law, by sixty-four per cent, according to the last report, and there are a great many more men employed on the railroads now than ever before.

Without carrying this history of the safety appliance law further I want to emphasize one very important point. No matter who may claim to be the originator of such a law, one



thing is certain, that the bill drafted by me and which became our Iowa law was the first of its kind on our statute book, and I believe that all intelligent, honest men will be willing also to admit that no one had preceded me in the general agitation of this matter. Then, it is, I think, generally known and admitted that the first bill ever presented in either body of Congress was drafted by myself. This fact will be attested both by Senator Allison and Speaker Henderson. So, when I claim that I was the chief actor in this movement, I do not step so far aside from becoming modesty as to come into the realm of offensive egotism. It was not in the power of any one man, single-handed and alone, to inaugurate and bring to a successful conclusion a movement like this which cost the railroad corporations not less than one hundred million dollars—I say it was not in the possibility of any one man to do this with all the combined forces of the railroads against him. And more especially would this be impossible when such a gigantic work was undertaken by a man like myself, a humble, obscure farmer, with little or no education or reputation to give him prestige. It was God behind the movement that insured its success. I was used by Him as the instrument to work out a mighty good to the children of men. I have never at any time been able to think that I alone have done anything. This feeling was so dominant in me, that when I came home from Washington after the bill became a law, and the ladies of the Auxiliary of the Brotherhood of Locomotive Engineers, who had named their lodge after me, gave me a reception and invited some of our most eloquent speakers to make addresses, I sat there and listened to their very able speeches, but could not make it seem that they were talking about me, or of anything I had done. God gave to me a great love and respect for this large and deserving class of wage earners, the railroad employees. To them I have given the best years of my life, and no class of men deserve it more, and no class appreciates more a kindly act in their behalf. Where-

ever a locomotive whistle is heard, wherever a freight car wheel turns, there I have a friend. But this friendship is not confined alone to the men on the trains. In every home to which these men return when they come in from their runs, a "God bless Father Coffin" springs to the lips of mother, wife and daughter, that son, father and brother can now more surely come home alive and unharmed. Whether or not it was L. S. Coffin that God used to bring this great blessing to these men, that is the way the boys of the railroad feel, and I am a thousand times more than satisfied, and will give to the loving Father grateful praise. For twelve years they have honored me with the Presidency of the Railroad Employes' Home, a home for aged and disabled railroad men, for the present located at Highland Park, Ill. This Home is destined in time to grow into a great institution, and be cared for and managed by the great Railroad Men's Brotherhoods of America and Canada.

WILLOW EDGE FARM, near Ft. Dodge, Ia., Dec. 15, 1902.

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IT CAN no longer be doubted that a railroad will approach our eastern border, within a very short time,—say two years at the outside. Either at Galena or Savanna, within two years we shall hear the whistle of the iron horse. The completion of that road, to either of these places will, in a measure revolutionize the trade of the country bordering on the Mississippi, above Davenport, and on no part of that country will the change be more sensibly felt than in Jackson county. Situated as we are, directly opposite the terminus, no matter at which place it comes, the effect on the interests of the county will be most important. The direction of our trade will be from south to east. That is, our produce will go east to find a market and from the east shall we receive our merchandize.—*Bellevue Democrat*, Oct. 29, 1851.







*John H. Gear*

JOHN HENRY GEAR.

Speaker of the Iowa House of Representatives, 1874-76; Governor of Iowa, 1878-82;  
Member of the U. S. House of Representatives, 1887-91;  
U. S. Senator, 1895-1900.

## GOV. JOHN HENRY GEAR.

BY WILLIAM H. FLEMING.\*

Of the men who have held the office of Governor of this State, five were residents of the territory when it became such. The subject of this sketch was one, entering the territory in the very year of its erection. A native of the State of New York, the boy Gear went with his father from Galena to Fort Snelling in the year 1838. It will be remembered that the Fort named was then in Iowa territory.

The first ancestors of the late Senator to come to America settled in Connecticut on their arrival from England in 1647. There the descendants of the first immigrant resided for more than a century, and doubtless many of them are in the neighborhood yet. After the war of the Revolution was over, Hezekiah Gear, who had married Sarah Gilbert, removed to Pittsfield, Mass., where Ezekiel Gilbert Gear was born. In 1791, when the latter attained to his majority, he determined to enter upon the work of the gospel ministry.

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\*William Henry Fleming was born of Irish parentage, in New York City, April 14, 1833. He was educated partly in a private school, but mostly in Public School No. 7 of that city. At the age of fourteen he became an apprentice to John A. Gray, one of the most distinguished printers and publishers of the last generation. He also worked for John F. Trow, who for many years published the Directory of New York City. After spending several years with Mr. Trow, he came to Iowa, settling in Scott county. He was one year City Editor of *The Davenport Gazette*. During three of the eleven years he was in Scott county he published a paper at Le Claire. Mr. Fleming superintended the printing of the voluminous Reports of Adj. Gen. N. B. Baker (1865-67), relating to the Iowa Regiments in the Civil War, and edited most of them. He also planned the General Index of Iowa soldiers now in the Adjutant General's office, much of which was executed under his supervision. In January, 1867, he became Deputy Secretary of State under Gen. Ed Wright. He held this position two and a half years, when Governor Samuel Merrill appointed Mr. Fleming his Private Secretary. In this useful and honorable capacity he served through the administrations of Governors Merrill, Carpenter, Kirkwood, Newbold, Gear, Drake, and Shaw. In 1882-83 he compiled the well-known "Historical and Comparative Census of 1836-80," a publication of permanent interest and great value. He was one of the proprietors of *The Daily Capital* in 1883, and acting Deputy Auditor of State in 1885. He has read the proofs and prepared indexes for a score or more of Iowa official publications. For many years, down to the present time, he has been engaged in journalistic work. He is probably the best informed man in the State in regard to the laws on our statute books, as well as upon the records of political parties. He is often referred to as a "walking encyclopedia" of Iowa history. In December, 1902, he was tendered and accepted a position under Secretary Shaw, in the Treasury Department, at Washington, D. C.

At the age of twenty-four he was ordained to the ministry in the Protestant Episcopal Church. Soon afterwards he became a missionary among the Indians of western New York, the remnant of that powerful confederacy, the rule of which was once acknowledged in perhaps the greater part of what is now the United States east of the Mississippi. In the region inhabited by these tribes, was born on the 7th day of April, 1825, at the village of Ithaca, if it could be called a village then, John Henry Gear. His mother, Harriet Cook Gear, dying in the boy's early childhood, he was taken by his grandmother to Pittsfield. He was returned by his father, in the year 1831. to the home of the latter, who had remarried, and five years afterwards the family removed to Galena, Ill., then the most important town in the west, except St. Louis. After a residence there of a couple of years, the removal to Ft. Snelling, Iowa territory, occurred, the father being a chaplain in the army. The limited schooling the boy got away from the parental roof was largely supplemented by that which his missionary father could impart. In 1843 young Gear left home and started to make for himself a name and fortune. He at once went to Burlington, the home of his aunt, the wife of Hon. Charles Mason, the only chief justice the territory of Iowa had. Burlington was also the home of Governor Chambers, the territorial executive, to whom young Gear brought dispatches from Ft. Snelling. He was wearing his first boots, having up to that time worn moccasins. The Governor's greeting was, "You look like a young fellow for important business like this." Here, after doing some work on a farm, he got employment with Bridgman Brothers, at a compensation of \$50 a year and board. Subsequently he went with one of the brothers to Keosauqua, at a salary of \$100 and board. In 1845 he returned to Burlington, where he entered the establishment of W. F. Coolbaugh & Co., of which house he was destined in a few years to become a partner in the business, and eventually its head; and in 1855 it all became his. During these



years he traveled extensively in southern Iowa, getting to know pretty much every business man and not a few others in all that part of the State. Traveling then, one need not be reminded, meant more of toil than it does now. During at least the earlier part of his days on the road there was not a mile of railway in Iowa, and many years more had to elapse before he could get one hundred miles west of Burlington by rail. The period in which he traveled as representative of the house of which he became the head was one of large activity, for it was then that the great tide of immigration which marked the decade of the '50's was pouring into the State, and new farms were being opened, towns laid out, and railroads projected of a magnitude which our 9,000 miles of constructed road hardly surpasses. The acquaintance which this active and enterprising merchant then made told when in after years he had entered public life.

In 1852 Mr. Gear held his first office, that of alderman. It was eleven years afterwards before he again held civic office. In the spring of 1863 he was chosen mayor of the city of his home. A few years later he was nominated for the office of Representative in the General Assembly, but he declined the nomination. Again, in 1871, he was nominated with his own consent, and was elected. He then entered the Fourteenth General Assembly. The House of Representatives at that time was one of the ablest the State has known. On one side were Kasson, Pratt and Wilson, all of whom left that legislature to enter Congress. On the other were Duncombe, one of the strongest men the Democratic party of Iowa has ever had among its leaders; Ainsworth, soon to enter Congress, the first Democrat to have a seat in that body since before the war; Benton J. Hall, who also some years later became the first Democrat to represent the First District in Congress, Ed Campbell, and John P. Irish, all men of might in their party a quarter of a century; and there were many other men of marked ability. Among such men the new Representative from the county of Des Moines soon

took position as a leader. The most notable legislation of that session was the bill providing a different method of taxing railroads from that formerly in vogue. The railroads had up till that time paid a percentage of their gross earnings into the State treasury, part of which was disbursed to the counties. A bill was brought into the legislature providing a new system, which was substantially that now in vogue. It was fought steadily by a vigorous but powerless minority, one of the leaders of which was the future Governor and Senator. Steadily, at every stage of the measure, he antagonized it, and tried to improve it. In this he was associated with Kasson, Irish, Green of Davenport, and others. The feature which they especially contended against was the one which deprived the cities of the tax on the property within their limits. They tried to get this changed, but unavailingly. Among the amendments offered by Mr. Gear was one to include in certain instructions which the House was giving a committee, the following:

Also, to prepare the necessary additional section to secure the proper limitation upon the rates and charges to be taken and received by railroads, and to prevent the exaction from the people by the railroads of the amount of taxes levied by this act by onerous charges on the transportation of freight.

This, as everything else that was offered to improve the bill, was rejected. When the measure was finally passed, the following protest was entered on the journal of the House:

The undersigned members of the House of Representatives do most respectfully, but earnestly and firmly, protest against the passage of the bill known as "Substitute for H. F. No. 279," entitled "An Act for the taxation of railroads," for the following reasons, to-wit:

*First*—That it is inequitable in its provisions to the counties having railways within their limits, in that it puts all the property, without the right of way, into the hands of men who cannot from the nature of the case fix proper valuation on the same.

*Second*—That it is inequitable and unjust to the cities in this State having railways within their limits, from the fact that on the cities is thrown the burden of protecting railway property within their limits, as put forth in the opinion of the Supreme Court of this State.

*Third*—We protest against the passage of the bill on account of the unjust legislation as put forth in section nine\* of the bill.

*Fourth*—We protest against the whole bill as being unjust and in our judgment unconstitutional.

*Fifth*—That the bill we believe to be a delusion, and that it is in the interests of the railroad more than the people.

JOHN H. GEAR,  
B. J. HALL,  
J. W. GREEN,  
W. A. STOW,  
EDW. CAMPBELL,  
JOHN P. IRISH,  
F. O'DONNELL,  
ISAAC BLAKELY,  
M. GOODSPEED,  
C. T. PEET,  
SAMUEL WHITTEN.

The next session, which was an adjourned session held for the consideration of the proposed code, was for that reason one of the most important yet held in the State. In that work the Representative from Des Moines county took an active part. Indeed, it may be said, that he well knew what was before the body at any time during his legislative career, and kept fully in touch with the business being transacted. The section in the railroad law that prohibits pooling in this State was his work, he having introduced it and procured its passage. As originally enacted, and on Mr. Gear's motion, it is as follows:

It shall be unlawful for any railroad company to make any contract or enter into any stipulation with any other railroad company running in the same general direction by which either company shall directly or indirectly agree to divide in any manner or in any proportion the joint earnings upon the whole or any part of the freight transported over such road, and any violation of this provision shall render the railroad company violating the same liable to a penalty of \$5,000 for each month for which such earnings are divided, to be recovered for the use of the permanent school fund in the name of the State.

When the House was considering a bill requiring the stewards of hospitals for the insane to make reports of all financial

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\*This section, it is proper to say, was declared unconstitutional by the Supreme Court.



transactions, accompanying the same with vouchers, and to have quarterly settlements with the boards of trustees, Representative Gear offered as an amendment that "such settlement of accounts shall be made by the board of trustees in open session, and shall not be intrusted to a committee." This amendment, showing as it does the member's knowledge of the tendency of boards to turn work over to committees, was adopted.

The House of Representatives in the Fifteenth General Assembly, to which Mr. Gear was chosen, was equally divided in membership between the dominant party and a new one, known as the Anti-Monopoly party. The latter had absorbed the Democratic organization, and with the aid of a secret society had swept the southern half of the State. Had it been as well organized in the northern counties as it was in the remainder of the State, it would certainly have had a majority in the House, and have imperiled the success of the State ticket. When the legislature met thus divided, many days were spent in fruitless balloting for speaker, and it was not until the 137th ballot that a choice was made. That choice fell on the Representative from Des Moines county. As in all other positions, Mr. Gear was called upon to fill, he discharged the duties of the high office with superior ability, and to universal satisfaction. The fact that the House was equally divided made the task of the Speaker exceptionally difficult. Yet no complaint was ever heard against his manner of conducting the business of the House, nor was appeal taken from his rulings. In 1876, having been for a third time elected a member, he was again chosen to the speakership, the only instance in the history of the State of such re-election.

The satisfaction Mr. Gear gave in his successive terms as speaker made the easier his canvass for the governorship, for which office he now became a pronounced candidate. He was nominated in June, 1877. He opened the campaign at West Branch, Cedar county. His reason for doing so was

that there resided in that place a man who had made calumnious accusations against the nominee in respect to his personal habits. He determined to go there and face the community where the farmer lived and where he later had considerable influence; the boldness and frankness of his talk took well with the candid Quakers who came to hear him, and produced an excellent impression. When he had concluded his speech an elderly Friend addressed him, saying, "Friend Gear, I would like to ask thee a question, if thee will answer." "I will certainly, if I can," was the reply of the speaker. Whereupon this brief dialogue ensued. "Does thee drink intoxicating liquors?" "I take a glass of whisky when I feel like it." "I admire thy candor but I wish thee did not do so." The election returns showed how well the candidate's manliness served him. Nevertheless, there was an independent Republican candidate, who drew off enough votes to prevent the nominee of the party getting a majority, something which had not happened before. But when the Governor's first term was about to expire, and the convention was being held to make nominations, a man of marked ability, who had opposed Governor Gear after his first nomination, came to him and asked the privilege of presenting his name to the State Convention. This being conceded him, the gentleman referred to made a thoroughly enthusiastic speech, expressing his gratification at the character of administration the Governor had given the State. This time there was a handsome popular majority, while the plurality was the largest any candidate for Governor ever received in Iowa during the lifetime of Governor Gear.

When Governor Gear entered upon his duties as the chief executive of the State, he found it burdened with the largest volume of floating indebtedness up to that time known in its history. Like a large volume of similar indebtedness more recently incurred, it was by no means injudiciously contracted. The period was that following the severe financial crash of 1873, and prices of material and labor were low. Hence,

most advantageous contracts could be and were made for the erection of public buildings. This is one of the reasons why the State House, much of the work on which was done at that time, was not a more expensive structure to build than it proved to be. But, when the new Governor entered upon the executive office this state of affairs was passing away, and with returning prosperity, which was alike the harbinger and the foredated effect of the return to specie payment, the low prices, the compensating accompaniment of the "hard times," were beginning to disappear. It was therefore now the time to get out of debt and keep out of it, thought the Governor, and to the payment of the debt and accumulating a sufficient surplus the executive directed his efforts. He first turned his attention to the penitentiaries, which were more under the executive control than any of the other institutions. He ordered the newly chosen warden, Capt. McMillan, to take charge of the prison at Ft. Madison some weeks before either he or his predecessor expected that the change would be made; and the first the latter knew that he must immediately retire was when his successor presented his commission and the order to take charge, and demanded immediate possession. This being promptly yielded, a rapid diminution of expenses followed. The legislature, entering into the spirit of the Governor's designs, cut down the allowance for the support of the prison and many of the salaries, and diminished the allowance to the warden. That officer was required to make contracts for furnishing discharged convicts with suitable clothing, superceding the former practice of buying each a separate outfit at retail prices. As a consequence of these and similar economies, the labor of the convicts became for the first time a source of income to our State, as it has continued to be ever since. The Governor caused the methods of keeping books at both prisons to be reformed. Furthermore, he caused monthly statements of the receipts and expenditures of the prisons to be sent to him, which statements he subjected to scrutiny. More than once was the warden



called upon to explain an apparently large price paid for a commodity that was bought for the prison; but it is only just to the prison officers to say that satisfactory explanations always came. He also caused to be sent to him a complete transcript of the convict register of each prison, which transcript he had recorded. This register is kept to this day. The account of receipts and disbursements has not been deemed necessary since the establishment of the board of control; and it has therefore been discontinued.

But the penitentiaries were not the only institutions which felt the hand of the master. All of them came to realize that there was a man at the head of affairs who was looking after the State's business as if it were his own. He often visited them, and his visits were unheralded. Yet I have never heard that any of the officers of an institution felt that they had reason to complain, or did complain, of what was done or said by the Governor. The legislature made many reductions in the allowance for these institutions mostly suggested by the executive. That this vigilance had its effect was seen in the next report of the financial officers of the State, when the expenditures during the biennial period had been smaller in volume than for any similar period during the ten years preceding.

Governor Gear had not been long in office when he came to think it well that there should be some change in the management of the institutions. Two of his predecessors had recommended the creation of a board of charities and corrections that should be charged with the duty of overseeing the charitable and penal institutions, but without other than moral control or such as it might be able to exercise through the representations such a board should make to the General Assembly. Governor Gear had given attention to this suggestion while considering the matter of the government of the institutions. That consideration brought him to quite a different conclusion. He said that what was wanted was not more boards, but fewer. He then announced

his belief that one board should be entrusted with the management of all the State's institutions; the board of control idea. He talked it to members of the General Assembly. Following his suggestion a bill was introduced in the House of Representatives placing all the charitable and penal institutions under the management of a board of three persons. It was not thought advisable by the friends of the measure to do more than this. The House, however, amended it by including in the scope of the bill all the institutions except the university. This was probably done in order to overload the measure, and thus insure its defeat. But it passed the House of Representatives as thus amended, and went to the Senate. It came near passing that body also. It received twenty-five votes in that body on suspending the rules and ordering it to a third reading the same day. This, not being two-thirds of the Senate, the motion was lost. But the Senate ordered the bill to a third reading the next day by a larger majority. But that next day, it happened, was that of the adjournment of the General Assembly, and the third reading of the bill was never reached.

Subsequently the Governor recommended that the insane hospitals be put under one board, the schools for the blind, and the deaf, and the feeble-minded under another, while to the board of regents might be committed the care of the state normal school; and the reform schools, as our industrial schools were then styled, should be left, like the penitentiaries, under the supervision of the Governor. But nothing further was done in this direction until the Twenty-seventh General Assembly, when, after a somewhat similar recommendation from Governor Drake, the General Assembly determined to go further, and adopt the plan which was proposed in the House of Representatives twenty years before, and which, as has been seen, originated with Governor Gear.

The war-loan made by the State in 1861 fell due in the year 1881, the last of the administration of Governor Gear. The matter of making suitable provision for liquidating the







*Harriet Fookz Gear,*

MRS. GOV. JOHN H. GEAR.

bonds was incumbent on the legislature of 1880. As the session wore on, the Governor became anxious lest the matter should not be attended to. There were weak-kneed men in the General Assembly who feared to make the necessary levy in order to pay the debt. Some suggested that the bonds be renewed for a period of ten years, when the State's growth and improved financial condition would permit of the retirement of the bonds without difficulty—as if the State would grow more in the ten years than it had in the twenty since the bonds were negotiated! As the session drew to its close without anything being done, or apparently contemplated, the Governor felt it incumbent on himself to talk to some of the members privately on the subject, letting it be understood that if the legislature should adjourn without attending to the matter he would call that body together immediately in extraordinary session, and would be careful to let the people know why he did so. Whether this intimation had any effect or not, certain it is that the desired action was had, for within a few days of the close of the session a bill was passed providing for the payment of the bonds, and making a special levy for the purpose of furnishing the funds necessary therefor.

In the first session held during his administration, the board of railroad commissioners was created, and the appointment of its members devolved on the Governor. From the somewhat long list of applicants for the place, not a selection was made. The appointees were men for whom no effort to get them on the board had been put forth. It is not recalled that there was a letter received at the executive office recommending the appointment of either of the persons who were selected. These were ex-Governor Cyrus C. Carpenter, Peter A. Dey, and James W. McDill. Similarly, when Gov. Carpenter retired on being nominated for Congress, Marcus C. Woodruff, of Dubuque, was selected to fill the vacancy, without waiting for recommendations for him or anybody else; although there were others who desired the place.

Again, when Senator Kirkwood resigned his seat in the Senate in order to enter the cabinet of President Garfield, the Governor sent for Judge McDill and without any previous intimation tendered him the vacant senatorship.

One of the winters when he was in the executive chair was remarkable for the quantity of snow that fell. The movements of railway trains were impeded perhaps more that season than in any other in the history of the west. The company operating one of the roads was disposed to abandon part of its line, and even did suspend traffic for a time, thus leaving the people along that part of the road comparatively without fuel, and exposing them to great suffering, there being no other road that could supply their needs. The Governor, hearing of the action of the company, communicated with its officers, protesting against their course, and announcing his determination to see what he could do to open the road for traffic if the management failed to have it done. Operations were soon resumed on the line. While he had thus a desirable amount of sternness in his make-up, he had at the same time one of the kindest of dispositions. The hill on which the capitol stands is an admirable coasting-ground when it is covered with snow. Such was the case during the season referred to, and the boys with their big bob-sleds would watch for the time when the Governor would leave the state-house, and invite him to ride with them, an invitation which was always accepted; and lively was the rivalry between the boys for the honor of carrying the Governor down the hill. The jollity of those rides with the "boss," as they would call him, will be always a pleasant memory to the boys of that day.

After his retirement from the executive office, Gov. Gear devoted himself to private enterprises, including some mining operations in Colorado. In 1886, he received the Republican nomination for Congress in the First District, and was selected after a lively contest, his competitor being his first colleague in the General Assembly, Hon. Benton J.



Hall. Two years later he was re-elected. In 1890 he went down in the general overthrow that happened to his party that year. But in 1892 he defeated his successful opponent of two years before. Of Gov. Gear's career in the House of Representatives I can best speak by quoting the language of one who was associated with him in both Houses of Congress, the present senior Senator from Minnesota:

From the very start he became an influential member, whose good sense, sound judgment and keen insight were highly valued and appreciated by his associates. His vast experience in public affairs before he entered the House of Representatives had better equipped him and made him better qualified for the important duties of a legislator than most men who entered that body. This was recognized by all. He had been a member and Speaker of the House of Representatives of his own State, and had been for four years one of the ablest and most efficient Governors of his State. He was known to all his associates as "Governor" Gear, and the term "Governor" was not, in his case, used in a perfunctory or vain sense, but with all the force and value that the term implies. His firmness and rugged honesty and integrity were recognized and felt by all. When he supported a measure, that support gave it credit, and doubts and misgivings disappeared.

He was fair, just, and fearless in the performance of his duties, and charitable and considerate towards those who differed with him. He had the happy faculty of softening and allaying the acrimony that occasionally occurred in the House. He was attentive and watchful throughout the session, and few things escaped his notice; and though not one of the leaders of the House yet he was one of the chief mainstays of those who assumed to lead, and without the assistance of such their leadership would have been a failure. His advice and opinion on all great questions were sought and valued by his associates.

Those who remember the departed statesman as a member of the legislature of Iowa will readily recognize the applicability of much that is here said to his career in that body, except that here almost from the first he was a leader. In the second Congress in which Gov. Gear sat he was instrumental in securing the adoption of the plan of allowing a bounty for sugar-raising. It will be remembered, by those familiar with the writings of Alexander Hamilton, that the bounty system, rather more than that of protective duties, was his favorite plan for encouraging domestic manufactures.

The measure succeeded when presented in the Fifty-first Congress. Of the passage of the bill which contained that provision, it is the opinion of a distinguished Senator who also served in the Senate with Senator Gear, "That no member of the committee, barring its learned head (Mr. McKinley), contributed more to the result obtained than did Mr. Gear." The Senator added, further speaking of the Iowan, "He brought to the consultations of the committee room not the philosophy of the schools or the dreams of the theorist, but rather the practical experience of a business life. He seemed to possess upon almost every subject connected with that legislation an inexhaustible fund of information and knowledge of its infinite details, gathered from practical experiences in life, which served at all times to illumine the subject and light the way to wise and safe conclusions."

In 1894 Governor Gear was elected to the Senate of the United States and took his seat in 1895. In 1900 he was elected for another term, of which he was not destined to see the beginning. In that illustrious body he had an influence such as is rarely the fortune of a Senator in his first term to possess. Here his habits of industry and close attention to business made him strong and appreciated. A Senator of opposite faith said of him, "The thorough business habits of the deceased made him a useful man in the Senate. He did much valuable work in the Senate that escaped public attention, and for which he never received credit. He was not a man who sought notoriety. His valuable services consisted largely in thorough and efficient committee work—just such work as shapes and molds legislation, and which is seldom properly appreciated by the public."

It may be truly said that rarely has a junior Senator had the influence, or commanded the attention of that illustrious legislative body, so much as Senator Gear. His presence and power were felt there, and amounted almost to a leadership.

The useful career of this distinguished statesman came to

an end on the morning of the 14th day of July, 1900. That end came quietly and peacefully; and while rather suddenly it was nevertheless not a surprise to his friends, who had been familiar with the fact that the health of the veteran commoner was steadily failing.

In all the relations of life, the Governor and Senator was a true man. He was a devoted husband and father, an estimable citizen, a public servant of the highest type, a statesman of enlarged and progressive views.

Gov. Gear's memory was phenomenal. While I would not say of him, as is sometimes vainly said of a man, "He never forgot a face," I would say that very few men I have known came so near being thus equipped with an unfailing memory. When he did remember a person, he seemed also to recall at once all he had ever known of that person. This happy faculty was of vast service to him in his public career. He was moreover one of the most faithful of friends, as all realized who were ever included in the circle of that friendship.

Few members ever served their individual constituents so faithfully as he did. His correspondence was enormous. Senator Mason said of it, that when Gov. Gear and he were members of the House of Representatives it was the largest that came to any member of that body, and it always had attention.

When he was Governor he attended to the correspondence of the office largely in person. There were no stenographers in the employ of the State then, and it was before the days of the typewriter. Yet it was attended to promptly and fully. The Governor wrote rapidly, and expressed himself clearly.

He has now passed to the realms of the unseen, perhaps rather of the real. The State mourns it. One of the most approachable and lovable of men, few could have gone hence whose departure would be so keenly felt as that of this worthy citizen.



I cannot better close this sketch of the departed Senator than by quoting from what was said of him by one who had known him all his life in Iowa, the venerable Dr. Salter of Burlington, and by one who had known him all his public life and who was much of that time intimately associated with him, the distinguished Congressman from the Seventh District, Hon. John A. T. Hull.

Said Dr. Salter:

His name is written large in the history of this commonwealth, in the records of Congress, and in the hearts of thousands of our people. While he died in the height of his fame with such honors clustering his brow as fall to few; secure so far as human authority and power go in one of the high dignities of the world; he bore honor and fame with the same simplicity that characterized him in every situation.

Said Captain Hull:

His loss will be mourned in Iowa while the generation now living there shall rule. His memory will be borne in the affectionate hearts of the people he loved so well. We will build him an enduring monument in our State, in the affections of our children; and we can say to his friends that they can take pride in the fact that they were related to this splendid specimen of American manhood and American statesmanship.

This paper would be incomplete without mention of the worthy woman who was for well nigh half a century one of the best of helpmeets, friend, adviser, counselor—everything which the best of wives may be, and who with two of their four children survived him. To her, Miss Harriet Foote, he was married in the year 1852. She too has now passed from earth, and rejoined her husband. This lady was born November 11, 1818, and died October 4, 1902. Her birthplace was Middlebury, Addison county, Vermont, at the south point of Lake Champlain. She was the daughter of Justus Foote. Her mother, Harriet Swan Graham, was the daughter of Rev. John Graham, a native of Scotland, of the clan Graeme, who became minister of the parish at Suffield, Connecticut. A colleague of Mr. Graham in that pastorate was Rev. Daniel Waldo, who was chaplain of the House of Representatives in the Thirty-fourth Congress. Miss Foote came

with her mother from Vermont to the home of her brother, John Graham Foote, afterwards senator (1860-1864) and capitol commissioner (1872-1886). Of this excellent woman, one who knew her well thus wrote:

Mrs. Gear did not seek public life for herself. She idealized and idolized her home. To her it was everything it could mean for wife and mother. But, having met its many obligations, Mrs. Gear entered with great spirit and earnestness into the public life of her distinguished husband. In her clear insight into human nature and human motives, her keen discernment and lofty ideals, . . . Mrs. Gear was a strong, sustaining force, which the Senator dearly prized.

During the administration of her husband, Mrs. Gear, seeing that the battle-flags of the regiments were disappearing where they were kept, that every zephyr carried away some of the precious material of which they were made, determined to make an effort to preserve them from further destruction. She accordingly obtained permission from the Executive Council to undertake the task. Securing the help of many of the widows and daughters of soldiers and others, she had the flags covered with a material which, while it exposed the colors to view, yet protected them from being torn to pieces by the winds. In this work, Mrs. Gear prepared nearly if not quite every flag for the quilting process by putting the tattered fragments of the valued emblems in their proper places, and turning them over to those who did the sewing. To this work Mrs. Gear devoted several weeks of constant labor. The fact that the colors of the regiments which did so much for the fame of Iowa can now be distinguished is largely due to the judicious care thus taken of them by this thoughtful woman.

The social life of the capital was much enlivened during the administration of Governor Gear. He and his wife were delightful hosts; and many times during the sessions did they entertain members and others; and gatherings of those days live in local history as among the most charming of like events in the memory of denizens of the capital.

Of this estimable couple, the Rev. Dr. Salter, the vener-

able senior pastor in Iowa, said, in the course of a funeral tribute to Mrs. Gear:

The two lives were mingled and blended in a more perfect union than ordinarily falls to human lot. Her own large intelligence, her acquaintance with the social, moral, and political questions of the age, her public spirit, her devotion to her country's cause and honor and advancement, her simplicity of life, her gracious and dignified manners, her wisdom and discretion and courage of speech, her reserve and silence when patience and the unspoken word were the best, her quiet discernment of artifice and imposture, her instant appreciation of whatsoever things are just and pure and true and good, her generous disposition to help every worthy cause and all worthy persons, and the respect she won for herself alike from the friends and from the competitors of her husband in his public career—all combined to give her consideration and influence among public men and in the public affairs of Iowa and the nation.

*The Sioux City Journal*, whose editor, Hon. George D. Perkins, was in both the State and National legislatures with Gov. Gear, and knew both husband and wife intimately, paid tribute to her memory thus:

Senator Gear's political life fell in stormy times. His best lieutenant was his wife. She was constantly with him, and she bore her part in every battle. Senator Gear had rare faculty in making friends, and Mrs. Gear was inventful in social pleasures involving politics. Going back to the time of his service as Speaker and Governor, it is safe to say that Mr. Gear knew more Iowa people by name than any one else, with his wife a close second.

Iowa has never had as high a type of woman politician as it had in Mrs. Gear. She was a stately lady. She was hostess at her husband's board. She had keen observation; she knew where the ground was solid, and she knew where it was treacherous. But she had the tact to keep what she knew and what she observed from the knowledge of her happy companies. She never sought credit for herself; everything with her was "Henry Gear's".

The Senator died in the harness as he had hoped to do, with the confidence and warm affection of his State freshly written as his heirloom. With his death, despite all the loving struggle of her heart and hands to ward off the summons, her lifework was ended. She had only to wait.







J. C. BELTRAMI, THE ITALIAN TRAVELER,  
As he dressed when among the Western Indians.

## THE EASTERN BORDER OF IOWA IN 1823.

EDITED BY WILLIAM SALTER.

J. C. Beltrami, "formerly Judge of a Royal Court in the Ex-Kingdom of Italy" (1805-14), published "A Pilgrimage in Europe and America," 2 vols., London, 1828. The second volume contains a description of a voyage to the sources of the Mississippi, with a map of the river. Fifty pages cover the eastern boundary of Iowa. Beltrami came down the Ohio river, and up the Mississippi to St. Louis, in April, 1823. In his company were William Clark, of the Lewis and Clark expedition of 1804-6, afterwards Governor of Missouri Territory, and for many years Superintendent of Indian Affairs on the Missouri and upper Mississippi, and Lawrence Taliaferro, U. S. Indian agent among the Sioux.

On the 2d of May Beltrami left St. Louis in company with Mr. Taliaferro on the Virginia, a steamboat 118 feet long, 22 feet wide, Captain Perston. His narrative is diffuse, but has some items of interest, showing the state of things and the manners and customs of the Indians upon our eastern border, nine years before the Black Hawk War. The narrative, somewhat abridged, is as follows:

A chief of one of the tribes of the Saukis, The Great Eagle, was on board. The first thing he did, when we were some distance from shore, was to take off the uniform Governor Clark had given him as a present from the Great Father (President Monroe). He showed high satisfaction at finding himself once more *in statu quo* of our first parents. The youngest of his two children had not even a leaf or a bit of cloth round the loins, whilst we were shivering with cold, though wrapped in our flannel and great coats.

Clarksville and Louisiana are two rising villages, the latter 112 miles from St. Louis. From the top of a pretty hill the eye rests on nothing but immense and impenetrable woods, the only asylum we have henceforth to expect; for, with the exception of the forts upon the river and Prairie du Chien, this is the last vestige of civilization towards the north.

In the midst of these masses of trees, one meets with beautiful tracts of meadow land, destitute of shrubs or bushes, or they sometimes exhibit the appearance of groves and clumps of trees disposed with so much symmetry that, but for the death-like stillness which pervades this silence, it would



be impossible not to think that they had been placed by the hand of man.

On the 6th (May), while the steamboat was taking in wood, I wandered into a forest. The varied forms and tints of the landscape insensibly led me on, and a flock of wild turkeys induced me to go so far that I was unable to regain the place where the steamboat had stopped. In this dilemma my compass was my guide; but what was my surprise at finding the vessel gone! A bend of the river concealed every signal I could make, and the discharges of my gun resounded vainly in the forest. I betook myself to my legs; fortunately the steamboat ran aground. At this moment my companions discovered that I was missing. The canoe which was dispatched to meet me arrived just in time, for I was so out of breath that I must have given up the pursuit. The Great Eagle, vexed and angry that the pilot had not taken his advice respecting the channel, jumped into the river and swam to the bank. The following day we found him surrounded by his tribe at Fort Edwards, where he had arrived before us. They had formed a temporary encampment, and were exchanging furs with the traders of the South-west Company. Scarcely were we within sight of the encampment when the children of Great Eagle plunged into the river and swam to their den with the eagerness of wild beasts escaping from a menagerie into their native forests. Great Eagle came on board to take his bow and quiver and gun; although exasperated against the people of the boat, he put out his hand to me as a mark of friendship. I availed myself of this favorable moment to ask him for a scalp suspended by the hair to the handle of his tomahawk. It was a pericranium of a chief of the Sioux whom he had killed the preceding year. This scalp is as honorable a trophy to an Indian, as a horse's tail is to a Turk, a Tartar, or a Chinese.

Fort Edwards is built on the eastern bank of the Mississippi; it commands a great extent of the river, as well as the mouth of the river Le Moine, which descends from the wes

and is navigable for 300 miles into the interior. The banks of this river are inhabited by the Yawohas, a savage people who have been almost destroyed by the Sioux.

The country beyond Fort Edwards on the west of the Mississippi, as far as its sources, and even still farther, which belonged to the Territory of Missouri before the State of Missouri was formed, is now distinguished only under the name of Savage Lands; for throughout their whole extent there are no other traces of civilization than a few scattered huts belonging to traders, themselves descendants of savages.

The Government has had the wisdom to organize an intendency with sub-intendencies to watch over and protect the people, prevent abuses on the part of those authorized to trade with them, and oppose the usurpation of that right by foreigners. This was necessary, because the English North-west Company had extended its establishments far into the territory of the United States, which enabled the Cabinet of St. James to excite the Indians against the United States.

The Saukis were the first Indians we met with towards the north; I visited their camp; their huts are covered with mats or skins. The Canadians, the classical nomenclators of these countries, call them lodges. They are elliptical. Each generally contains a family; they sleep in a circle upon skins, mats, or dried grass. Fire is made in the center, as among the ancients; the smoke passes through the round opening in the roof. A copper or tin boiler, which they get from the traders, supported by a wooden fork stuck in the ground, pieces of wood hollowed into spoons, bits of the bark of trees formed into plates and dishes, the horns of buffaloes cut into cups, constitute their table service. A stake supplies the place of a spit, fingers serve for forks, the earth for a table, a skin on the carpet of nature for a tablecloth. They sit indiscriminately around the food with which Providence and their guns supply them. Neither kings nor courtiers are treated with any distinction. In this perfect republic equality is not less the privilege of animals than men. The

dogs, although illegitimate and descended from wolves, are seated at the same table with the savages, and at the same divan; they partake of the same dishes, and sleep in the same beds. I have seen young bears treated as a part of the community.

The faces of the Saukis are not disagreeable; their heads are rather small, with no hair except a small tuft upon the pineal gland, like that of the Turks; this gives the forehead an appearance of elevation. Their eyes are small, eye-brows thin; the cornea approaches rather to yellow, the pupil to red; they are the link between those of the orang-outang and ours. Their ears are sufficiently large to bear all the jewels with which they are adorned; two foxes' tails dangled from those of the Great Eagle. I have seen others to which were hung bells, heads of birds, and buckles, which penetrated the whole cartilaginous part from top to bottom. Their noses are large and flat, like those of the nations of Eastern Asia; their nostrils are pierced and ornamented like their ears. The maxillary bones are very prominent, the under jaw extends outwards on both sides. Their mouths are large, teeth close set, and of the purest enamel; their lips a little inverted. Their necks are regularly formed; they have large bellies and narrow chests so that their bodies are generally larger below than above. Their feet and hands are well proportioned; their arms slender; this may be attributed to want of exercise. The only part of the body savages inure to fatigue is the legs, which are more robust than the rest of their frame. Their complexion is copper-colored, whence they call themselves the Red People, as a distinction from whites and blacks. Except the tuft on the head, they have no hair on any part of the body. They pluck it out at an early age, and as they use the most persevering means for its extirpation, nothing is left but a soft down.

You would be astonished at the striking coincidences between the habits of the Indians and those of the ancient and modern people of the old world. Notwithstanding the con-

tinuance of cold weather the men had nothing but a single covering of wool or skin, which serves them day and night. They throw it about them with grace and dexterity, as the Romans did their *pallium*. Their coverings for the feet and legs, which they call *mokasins*, are made of the skin of the roe-buck, buffalo, or elk, and are like the *cothurni* of the Greeks and Romans. In summer they generally go bare-foot; in winter they wear a kind of skin or cloth gaiters which they call *mytas*. They wear a covering round the loins; the rest of the body, even the head, is naked, whether it rains, hails, or freezes, or the earth is parched with the heat of the dog-days.

Their offensive weapons are the bow, arrow, pike, lance, as among the ancients; the axe, club, dagger, as among combatants of the middle ages; the tomahawk, as used by the Tartars of Tamerlane; and the gun used by modern nations. The shield is their only defensive weapon. It is of leather, round or oval. They paint it as the Romans did, and like them trace the origin of their armorial bearings from it. They paint those hieroglyphics upon their tents, as we do upon the doors or walls of our mansions. I have one which is ornamented with plumes, and bears the head of the manitou or peculiar god of the hero from whom I received it,—the head of a wild duck, by which he expected perhaps to petrify his enemies, as Perseus did with the head of Medusa.

A kind of tunic with large sleeves, which comes down to the girdle of the female Saukis, is like the Hebrew ephod; plates of white metal, fixed on the part which covers the breast, seem an imitation of the *fibulae* of the ancients. A petticoat fitting close to the body descends to the knees; their legs are covered with a kind of gaiters, resembling those of the ancient Scythian women. The covering of the feet and legs is distinguished from that of the men only by its elegance; in summer their feet and legs are uncovered. During youth their forms are attractive, but these flowers soon fade; evening succeeds to the morning without the interval



of noon; for the women are the porters, the beasts of burden of the men, who, they say, would lose all dignity if they condescended to any other occupation than hunting and war. There is no slavery more abject than that of the Indian women. They are looked upon with such contempt that the greatest insult to an Indian is to say, "You are a squaw." It frequently happens that these victims of the tyranny of man have such a horror of the fate of their sex, that they destroy their daughters at birth.

The men and women daub their faces with red, yellow, white, or blue. When in mourning, they paint the whole face black, and even the body, during a year; the second year they paint only one-half; and at last merely streak themselves with it in various patterns. Both men and women wear ornaments on the neck and arms; some wear small glass beads the traders sell them; others, the teeth or claws of wild beasts. That the female savages wear necklaces, like the Greeks and Romans, is not extraordinary, for they are worn everywhere; but what does surprise one is, that like the women of antiquity they offer them to the departed spirits of their relatives, of which I have been a witness.

I saw one of these tribes break up their tents to go in search of a new domicile. The kitchen utensils occupied the center of the canoe; mats and skins covered them; the children, dogs, bears, were placed opposite; the men on either side; the women at the two extremes exercised the functions of pilots and sailors; sometimes, the men rowed. The vessel is the hollowed trunk of a tree.

The evening of the 6th May we set out from Fort Edwards, where we were treated by the officers with much politeness; we soon returned, however, for the steamboat, being too heavily laden, was unable to make a passage at the middle of the Rapids of the Moine, nine miles above the Fort. On the 7th, while the steamboat was getting ready, I made a little shooting excursion. I killed a monstrous serpent, almost entirely black, spotted with yellow, called by the In-

dians *piacoiba*. They dread it more than the rattlesnake, though its bite is not so dangerous, because it glides insidiously among the briars and grass, and its attacks are unexpected; whereas the other gives notice of its approach. At sight of my prize the Indians welcomed me as if I had been a beneficent Manitou. Their nakedness and wandering life render reptiles (*womanduska*) objects of terror; yet no one dare kill them, for they believe them to be malevolent spirits, who would visit their families with every kind of misfortune if they attempted to destroy them.<sup>2</sup>

The next day (May 8th) we ascended, though not without difficulty, the rapids which continue for twenty-one miles, when we saw another encampment of Saukis upon the eastern bank. Nine miles higher, on the western bank, are the ruins of Fort Madison. The President of that name had established an *entrepot* of articles most necessary for the Indians to be exchanged for their peltry. The object of the Government was not speculation, but by example to fix reasonable prices among the traders. Fearing, however, the effect of any restraint upon the trade of private individuals, it has withdrawn its factories and agents, and left the field to the South West Company, which has been joined by a rival company, and now monopolizes the commerce of almost the whole savage regions of the Mississippi and Missouri. Its centers of operation are St. Louis and Michilimackinac.

At a short distance from this Fort, on the same side is the river of the Bete Puante (Skunk), and farther on, that of the Yahowas, so called from the savage tribes which inhabited its banks.

The fields were beginning to resume their verdure; the meadows, groves, and forests were reviving at the breath of spring. Never had I seen nature more beautiful, more majestic, than in this vast domain of silence and solitude. Wooded islands disposed in beautiful order by the hand of nature varied the picture; smiling hills formed a delightful contrast with the immense prairies which are like oceans, and

the monotony is relieved by isolated clusters of thick and massy trees. These enchanting scenes lasted from the river Yahowa till we reached a distant and exquisitely blended view of what is called Rocky Island, 160 miles from Fort Edwards. Fort Armstrong at this point is constructed upon a plateau above the level of the river, and rewards the spectator with the most magical variety of scenery.

The eastern bank at the mouth of Rocky river was lined with an encampment of Indians, called Foxes. Their features, customs, and language are similar to those of the Saukis, whose allies they are. On the western shore of the Mississippi, a semi-circular hill encloses a spot carefully cultivated by the garrison, and formed into fields and kitchen gardens. The Fort saluted us on our arrival with four discharges of cannon, and the Indians paid us the same compliment with their muskets. The echo, which repeated them, was striking from contrast with the deep repose of these deserts.

We arrived on the 10th, about noon. After dinner I visited the Saukis, three miles to the east, on the north bank of the Rocky river. Here they had formed their most extensive encampment, the only one they constantly inhabit during the summer months.

In this village I witnessed the dexterity with which Indians handled their bows. Children, nine or ten years of age, hit a small piece of money of six sous, which I fixed up for them to aim at, at a distance of twenty-five paces, often at the second trial. At last I was obliged to remove it to thirty-five, or they would soon have exhausted the little purse I had filled for this visit. The chiefs offered us a refreshment of bear's flesh, dried in the smoke, more delicious than our hams, and of roots resembling chicory highly flavored; they call them *pokinota*.

Their faces exhibited every variety of color. Some of the hieroglyphics painted on their bodies reminded me of the mysteries of the ancient Egyptian priests. Those who fa-

vored us with the Medicine Dance (*Wakaw Wata*) had their faces covered with them.

As the only people the Indians ever heard of are French, English, Spanish, and Americans, the Saukis were astonished when I told them that I did not belong to any of them. I made them believe that I came from the moon; their astonishment was then converted into veneration, for they adore her as a benevolent deity whose rays enable them to hunt, fish, or travel, during the night.

This medicine dance is the offspring of political knavery and superstitious credulity. It has some analogy with the mysteries of Eleusis, and with others which turn the brains of some moderns. The initiated are enclosed within a parallelogram formed by a barricade covered with skins. The profane may witness the ceremony at a distance. As I wished to know the secret, I determined to try a clandestine entrance; accordingly I glided into the enclosure, but was turned out, although a son of the moon. A president, whose head is adorned with plumes, and horns of a buffalo, takes his station, surrounded by musicians, east of the enclosure. At the west, two warriors with bows and arrows guard the entrance. A master of ceremonies, club in hand, stands in the center, and receives orders of the president. The elect, male and female, are seated on the north and south, according to seniority or rank. An orator, placed on the left of the president, every now and then raised his eyebrows, and showed by every movement of his agitated body his impatience to speak. I could neither understand nor guess the meaning of his speech. The vehemence and animation of the oratory of savages excite astonishment, contrasted with their taciturnity and apathy in common transactions. Sometimes the inspiration is so powerful that they tremble in every limb, like the Shakers. At a signal of the president, the musicians played upon their horns and drums; the latter, beaten with a stick covered with leather, produce a sound torturing to the ears. At this music the president, orator, and male



and female elect, form a circle. Each carries the skin of an otter, beaver, or some animal, made into the form of a bag open at the two ends; and at the moment the president raises his in the air, the ceremony begins. The president, making frightful contortions, and stammering out prayers, blows into one end of his bag, the other end of which is turned towards his right hand neighbor. At this instant the latter falls to the ground; he is considered dead. He is only restored to life by degrees, as his exorcist pronounces some expiatory formulae which operate like galvanism; the resuscitated person is thus completely purified. The bag and ceremony have given him a new soul.

If I may give my opinion on this farce, the medicine dance is a spiritual medicine to prepare the soul in this transitory life for a celestial and eternal one. The president and the other persons of the mystic chain become successively active and passive, until the president himself falls, dies, and is restored in his turn; he then closes the dance.

In the midst of this laughable scene, I suffered much from not being allowed to laugh. My interpreter who saw my inclination, intimated to me that its indulgence might condemn me to an *auto da fe*. I have been told that those who propose themselves for admission make large offerings, and are sometimes obliged to give all they possess to the order. I was told that in this camp there are houses in which young girls are appointed to watch over a fire which burns in the center, like the Roman and Peruvian vestals. A bag of such miraculous properties as the medicine bag deserved all my attention. I exerted every effort to obtain one. Vain, however, would have been the veneration I expressed for the prodigies it performed, had I not made a present of good whisky to the person who gave it me, and to the high priest as a bribe for his sanction. This was the first convincing proof I saw of the fatal allurements of spirituous liquors to the savages.

The next day we quitted Rocky Island, where the gen-

tlements of the garrison were as polite to us as those of Fort Edwards. The rapids above this island, which is three miles in length, are stronger and extend farther than those of the Moine.

Six miles from the rapids we met with another tribe of Foxes, on the western bank. Higher up, after passing the rivers la Pomme (*Wapsipinicon*) and la Garde (*Maquoketa*), we saw a place called the Death's head (*Tete des Morts*), a field of battle where the Foxes defeated the Kikaskias, whose heads they fixed upon poles as trophies of their victories. We stopped at the entrance of the river la Fievre, a name in conformity with the effect of the bad air which prevails there. At seven miles from its mouth the Indians formerly collected lead, which they found scattered over the surface; they converted it into bullets. The Government purchased these lands, consisting of fifteen square miles, which it has granted out to adventurers, who pay the tenth of the net produce of lead. It has established an agent to watch over its rights.

A whole family from the interior of Kentucky have come to establish themselves at a distance of thirteen or fourteen hundred miles from their home. They were in the steamboat with their arms and baggage, cats and dogs, hens and turkeys; the children too had their own stock. The facility and indifference with which the Americans undertake distant emigrations are amazing. The spirit of speculation would carry them to the infernal regions if another Sibyl led the way with a golden bough.

Twelve miles higher up, upon the western bank, are other lead mines called Dubuque's. A Canadian of that name was a friend of a tribe of the Foxes, who have a kind of village here. In 1788 these Indians granted him permission to work the mines. His establishment flourished; he had no children. The attachment of the Indians was confined to him, and to get rid of those who wanted to succeed him, they burned his furnaces, warehouses, and dwelling, and by this

measure expressed the determination of the red people to have no other whites among them than such as they liked. The creditors of Dubuque appealed to Congress to secure to themselves these mines. It is said, that their claim was founded on a treaty between Dubuque and the Indians, that this treaty had been sanctioned by Carondelet, the Spanish governor of Louisiana west of the Mississippi, and that General Harrison had confirmed it in 1804; but Congress decided in favor of the Indians, who still keep exclusive possession, and with such jealousy that I was obliged to have recourse to the all-powerful whisky to obtain permission to see them. They melt the lead in holes which they dig in the rock, to reduce it into pigs. They exchange it with the traders, but they carry it themselves to the other side of the river, which they will not suffer them to pass. Notwithstanding these precautions, the mines are so valuable, and the Americans so enterprising, I question whether the Indians will long retain possession of them.

Dubuque reposes with royal state in a leaden chest in a mausoleum of wood, which the Indians erected upon the summit of a hill that overlooks their camps and commands the river. This man was become their idol, because he possessed or pretended to possess an antidote to the bite of the rattlesnake. Nothing but artifice and delusion can render the red people friendly to the whites, for they despise and hate them. A respectable gentleman, a friend of Dubuque, attempted to persuade me that this juggler was in the habit of taking rattlesnakes into his hands, and by speaking to them in a language they understand could tame them and render them gentle as doves. I observed that I believed what he asserted, because he said he had seen it, but that if I saw it with my own eyes I should not believe it. These people, proud as they are of their independence, are so inclined to superstition that they would become the most abject slaves, if they were civilized after the fashion of the Jesuits.

A little above the river Turkey, which is navigable to a considerable distance inland, is an old village which the Foxes have deserted. Here terminates the pretended territorial jurisdiction of these savages; I say pretended for savages hunt wherever they find no obstacle; which is the cause of the bloody wars by which they are destroying each other. The true name of these savages is Outhagamis. Foxes (Reynards) is a nick-name, given them by the French who discovered these countries; it was probably significant of their resemblance to these animals. Their number is much diminished. It scarcely amounts to more than sixteen hundred, who are distributed into four tribes, like the Saukis.

The Owisconsin river is the principal channel of the fur trade carried on by these savage countries by way of Michilimackinac and the lakes with Canada and New York, of which Prairie du Chien at the distance of six miles on the same eastern bank is a considerable entrepot. After passing through a space of about 670 miles of desert, this village comes upon one as by enchantment, and the contrast is more striking as it bespeaks a degree of civilization. French is the prevailing language, and strangers are well received. Americans ought to regard this village as one of the most interesting scenes of the last war against the English. This is the only place where the Anglo-savage army observed the terms of capitulation during that war. The garrison, which General Clark had placed there to neutralize the intrigues by which the English emissaries in these forests endeavored to increase the number of allies of Great Britain, was forced after a heroic resistance to surrender, but on conditions intended to prevent the massacres so often perpetrated by the savages upon prisoners. The English Colonel (Wm. McKay) kept his promise, though acting under General Proctor who saw with indifference the tomahawk and knife of these barbarians reeking with human blood.

Prairie du Chien is the rendezvous of a number of Indians who come there in autumn to lay in provisions, and in



spring to settle with their creditors who receive skins in payment. They are much more punctual than the whites would be, if they had no other guide than the law of nature, nor any other argument than their bow and arrow, knife and gun. I saw there some Winebagoes who are distinguished from other Indians by their gloomy and ferocious countenances. They are regarded as the most malignant; they were intimately connected with Proctor. Their chief, Mai-Pock, paid his court to him by appearing with a necklace composed of the ears, noses, and scalps of Americans. He regaled his friends with human flesh. I saw him, but refused to shake hands with him. It is supposed that this nation came from the northern parts of Mexico; they speak a language peculiar to themselves, and are the only friends of the Sioux, who seem also to have emigrated from Mexico. They roam and hunt towards the sources of Rocky river, upon the Owisconsin, Fox river, Green Bay, and upon Lake Michigan. They are divided into seven tribes, who dispose their small encampments upon these rivers. Their number is about 1,600. The first Frenchmen that arrived among them called them Puants, from the disagreeable odor that exhales from their bodies.

Nine miles above the Prairie, at a point where the savages pay their adoration to a rock which they annually paint with red and yellow, the Mississippi presents scenes of peculiar novelty. The hills disappear, the number of islands increases, the waters divide into various branches, and the river extends in some places to a breadth of nearly three miles, which is greater by one-half than at St. Louis, and its depth is not diminished; for from the Prairie to Fort St. Peter we ran aground only once; but from St. Louis to the Prairie four times.

The vigorous fertility of these countries imparts strength to the grass and brushwood. Once a year the Indians set fire to the brushwood, so that the surface of the vast regions they traverse is successively consumed by the flames. It was

dark, and we were at the mouth of the river Yahowa, the second of that name, when we saw at a distance all the images of the infernal regions. The trees were on fire, which communicated to the grass and brushwood, and was borne by a violent northwest wind to the plains and valleys. The flames towering above the hills gave them the appearance of volcanoes, and the fire winding in its descent through places covered with grass, exhibited a resemblance of the undulating lava of Vesuvius. This fire accompanied us with some variation for fifteen miles.

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Mr. Beltrami had now passed above the northern boundary line of Iowa. On the 7th of July, at Fort St. Peter, he joined Long's Expedition to the sources of the Mississippi. This occupied nearly three months. Upon returning, he was very desirous to go from Fort St. Peter across the country to Council Bluff on the Missouri. But the season, he said, "was too far advanced in these excessively cold climates," and besides war was raging where he must have gone. Accordingly, he went down the Mississippi, leaving Fort St. Peter Oct. 3d in a decked keel-boat. At Prairie du Chien he found excellent company in two young officers from the Military Academy at West Point, who had brought recruits for Fort Crawford, and were going to Fort Council Bluff. "What a pity," he says, "that they should be doomed to pass their days in inhospitable wilds, surrounded by a corrupt and degenerate race as the Indians in the neighborhood of such establishments always are!" They arrived at St. Louis October 20th.

"A Table of Short Distances on the Mississippi," makes the whole distance on the eastern border of Iowa 397 miles, as follows:

Fort Edwards to the top of the Rapids.....	22 miles
To Old Fort Madison.....	10 miles
To River Bete Puante (Skunk).....	10 miles
To Yellow Hills (Oquawka, Ill.).....	22 miles
To River Yahowa.....	28 miles
To Grande Prairie Mascotin.....	16 miles
To end of the same.....	17 miles
To River la Roche, or Rocky.....	31 miles
To Fort Armstrong Isle.....	4 miles
To the top of the Rapids.....	16 miles
To Village of the Foxes.....	9 miles
To Marias d'Oge (Meredosia, Ill.).....	10 miles
(Formerly inhabited by a savage of that name.)	
To Old Village Sauvage.....	10 miles
To Potatooe Prairie.....	9 miles

To Prairie du Frappeur.....	10 miles
(Formerly inhabited by a savage of that name.)	
To River la Pomme.....	18 miles
To Cheniere .....	10 miles
To River la Garde.....	10 miles
To Tete des Morts.....	16 miles
To River aux Fievres.....	4 miles
To Dubuque mines.....	13 miles
To Prairie Macotche.....	16 miles
(Name of a savage who inhabited it.)	
To Old Village de Batard.....	10 miles
(Formerly inhabited by savages whose chief was called the Bastard.)	
To Turkies River.....	16 miles
To Old Village de la Port.....	10 miles
To River Owisconsin.....	10 miles
To Prairie du Chien.....	6 miles
To Painted Rock.....	9 miles
To Cape Winebegoes.....	18 miles
To Cape a' l' All Sauvage.....	10 miles
To Upper River Yawoha.....	19 miles

Beltrami's Map names the Des Moines river "Monk R"; the Skunk, "Polecat R"; the Iowa, "Yawoha R"; the Upper Iowa, "Upper Yawowa R."

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MODEL JUSTICE.—We have in this county a Justice of the Peace, who might well be a model for all justices. In a recent suit, after giving his judgment, he made the parties agree to go home and never bring another, in consideration of which he induced the witnesses to throw in their costs and gave in his own.—*Bellerue Democrat*, May 7, 1851.

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BOOKER T. WASHINGTON is not only the most eminent citizen in the south; he is teaching the whole country some lessons in a new sort of good breeding based on the scriptural description of charity, which vaunteth not itself, endureth all things, seeketh not its own, and does not behave itself unseemly.—*Topeka Capital*.

## MY BOYHOOD RECOLLECTIONS OF THE SAC AND FOX INDIANS.

BY CHARLES A. WHITE.

Perhaps none of the laws which have been enacted by Congress for the regulation of our dealings with the Indians is now more rigidly enforced than are those which relate to the sale of intoxicating liquors; but for several years after the first settlements were made in Iowa business relations with them were controlled by no such laws. The Indians' thirst for whiskey was irresistible, and no small part of the stock of every trader upon the frontier was devoted to supplying this demand. Indeed, so little was the public conscience then aroused upon this subject that the bottle was a potent and deliberately used influence in overreaching the Indians and its presence, even in treaty assemblies, has been publicly rumored. That rumor accorded with Black Hawk's claim, as a justification of the relentless war which he waged against the whites, that the chiefs of his tribe had been made drunk when they signed the treaty of 1804 ceding to the United States an aggregate of more than twenty-two thousand square miles of land in what are now the states of Missouri, Illinois and Wisconsin; and I am not aware that this accusation was ever disproved. That the Indian signers of that treaty were then drunk seems probable from the fact that they accepted the paltry compensation which was given them, namely, less than twenty-three hundred dollars in hand and an annual payment to the double tribe of one thousand dollars, all in goods. Black Hawk was a savage, and should be judged as such, but judged righteously; which I believe has not always been done. Even if the contemporary popular reports of his atrocities in war and of his drunkenness after his defeat and humiliation were true, which I neither affirm nor deny, I think there is reason to believe that no more patriotic, no braver or more skillful Indian warrior ever led his people to battle or protected them in defeat. The ear-



lier recollections of my childhood are connected with popular stories of his savagery, but my subsequent personal contact with his people, the combined Sac\* and Fox tribes, was more suggestive of comedy than of tragedy. It was in 1838, the year in which he died and only six years after the close of the war which is still called by his name, that I went with my father's family to live at Burlington, then the principal town on the Upper Mississippi. At that time one portion of the tribe occupied a tract of land bordering the Iowa river, and another portion dwelt on a tract bordering the Des Moines river, where Black Hawk ended his days. The following remarks are a result of my observations of those Indians, made as a boy of from twelve to sixteen years, and of the life-long impression which they left upon me.

For several years after the date which I have mentioned parties of the Iowa river division came frequently to trade at Burlington, making the whole journey and return in dug-out canoes of their own construction. Their usual camping-place was just above the town and as it was not far from my home I often went there to observe their native customs as well as some of those which had been modified through their contact with the whites. Unfortunately I had little opportunity to observe their virtues and the greater part of what I have to relate pertains to the vice of whiskey-drinking, already referred to. This vice they readily learned from the whites while they were slow to adopt any advantage which civilization offered unless it harmonized with their native customs. For example, because I shall mention their use of iron implements and utensils it is proper to remark that although they discarded rude pottery, flint and bone for industrial uses, they only adapted the more efficient iron to such uses in accordance with their ancient customs, with no wish

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\*I remember that, in answer to inquiries by white men, I often heard these Indians pronounce their tribal name as if it were written Saw-kee, but I do not know whether that was their own pronunciation or their attempt to give the pronunciation of the white man. In the text of the treaty of 1804, just referred to, it was written "Sauke."

or thought of thereby adopting any custom of the white man. But to return to our visitors. In summer time, when the river was low, they sometimes camped upon the gravelly beach, with little shelter; but in cooler weather they pitched their wickeups on the lower end of Flint island just above the northern boundary of the town, or upon the bottom land of the nearer side of Flint slough, which separated the island from the mainland. Except in times of flood this slough, or secondary river channel, was not much more than a canoe-length wide, and the lower portion of it was long ago obliterated by that primary instrument of urban improvement, the dump cart.

Their wickeups were sometimes covered with skins and later with strong cotton cloth, but when I first saw their camps the wickeup covering was sometimes of elm or cottonwood bark, which was taken from the trees in spring time, when the sap began to flow. I once witnessed the whole of this process of house building and often saw dead trees still standing that had been thus denuded. The women did this work and when the party reached the camping-place some of them, each with her hand ax, attacked the trees, cutting the bark into proper lengths by making rows of doubly oblique strokes around the trunk. The bark was then removed in sheets by means of the axes and rude wooden wedges. Every sheet when thus removed had notches along each end like huge saw teeth, which were made by the ax cuts. Meantime other women were busy with their axes and knives making the frame of slender willow or cottonwood poles. One of them drove a short stick into the ground for a center, doubled and stretched a string over it, gathered the loose ends in her left hand at the desired length for a radius and then, walking backward with another short stick in her right hand, she marked a perfect circle for the ground plan of her house. The poles were thrust into the soft ground upon this circle and their tips tied together at the top of the structure with strips of bast. The poles were then stayed by tying

withes horizontally upon them at the proper distances apart to support the sheets of bark to which the latter were tied with strips of bast or slender withes. They were placed with the grain perpendicular upon the frame and lapped to shed the rain, the notched edges giving a rude appearance of neatness to the wickeup. A hole was left at the top for the escape of smoke and another at one side for the entrance, when the conical or dome-shaped house was finished and ready for occupancy. When the party went away the bark was taken down and packed in their canoes for future use.

That case of house building occurred on the lower end of Flint island, but I was obliged to witness it from the mainland shore several rods away, although I was usually allowed to inspect their camping operations at will. The water in the slough was not deep, but the soft mud at the bottom and shores was, and I could not therefore wade across. The Indians kept their canoes moored to the island side and when they went to town one of the women camp-keepers would push a canoe load of passengers across and pull the empty canoe back by its painter. Members of the party were ferried back to camp in the same manner, but as I had no ticket of invitation I had to content myself with perching upon a big rock which had fallen down from the adjacent bluff. From that point of observation I saw everything clearly and did not get in the way of the workers.

The wickeup of these people was not a dwelling house in our sense of that term. It was a temporary store house for the protection of their goods and a place in which to sleep at night; and also a place wherein to sleep off their drunks, in which debauches the women often joined the men. The cooking and other ordinary work of the camp was done in the open air and I often witnessed those operations. Their food was mostly the game, which they easily procured in that region, supplemented by a little meal or flour obtained by trade. Their cookery was usually a boiling of their food in sheet iron camp kettles. On one occasion I saw the women pre-

pare what the party evidently regarded as a royal tortoise stew. In summer time, when the falling of the water in the rivers expose the sand bars, the female soft-shelled tortoise comes out to deposit her eggs and cover them with sand, leaving them to be hatched by the sun's rays. Each one deposits a large number of spherical eggs which measure about three-quarters of an inch in diameter. The animal's tracks will usually betray the place where the eggs are deposited; and by lying in wait and running quickly one may catch the tortoise also. On the occasion referred to the tortoise hunters of the party had been very successful, and when I reached their camp a woman had just set out a water bucket nearly full of boiled eggs, which the others began to devour greedily without salt. This mess of eggs was merely an entree, for another woman was busy cutting up several large tortoises for the principal meal. Although the supply was so abundant she was no more wasteful of her material than a Washington chef would be when making terrapin stew. She put into the kettle everything, skin, shell, meat and bones, and even added the entrails after she had passed them between her fingers to remove their surplus contents. I did not stay to dinner. Perhaps I should not have done so if I had been invited, for I do not even eat the chitterlings that are found in the Washington markets. I was told that their muskrat stews were very good but I never tried them for myself, although I was then a boy and much given to gastronomical experiments.

In the years of which I write Burlington had a growing population of from 400 to 1,000 white settlers. The principal business was then done in a few low, one-story, unplastered log houses on the river front between Columbia and Arch streets, but after that time Jefferson became the principal business street. The most valuable articles for trade which the Indians brought to town were furs and peltries. The articles they most desired to obtain were calicoes and other cotton cloths, powder and lead and—whiskey. The govern-



ment furnished them with most of their blankets according to treaty agreement; the cloths, powder and lead were also necessities, but whiskey was a luxury which few of them were willing to dispense with. The eastern market prices of furs were then low compared with those which afterward prevailed, and the traders made it a rule to give the Indians as little as possible for them. Whiskey also was then very cheap, for the Internal Revenue collector was then unknown. I remember once to have seen it quoted in a St. Louis paper at seventeen cents a gallon by the barrel. The Indians knew all this and would cheat the traders if they got a chance, which was not often. One of their tricks is worth relating as illustrating certain characteristics of both traders and Indians. In one of the trading houses the proprietor had laid some boards, to form a loft under the roof, upon the cross-beams which were only a little above the head of a man of ordinary stature, and as he bought the furs he threw them up there to remain until he had time to pack them. This the Indians also knew, as well as the fact that the whiskey barrel was kept in the back room. One day two Indians came in, one of them having a fine mink skin and an empty pint bottle under his blanket. These he produced and offered the skin for the bottle full of whiskey. The trader readily agreed because a pint of whiskey cost him not more than three cents net. He threw the skin upon the loft and went back to fill the bottle followed by Indian number 1, to see that the whiskey was not watered when it was drawn. Indian number 2 remained in the front room ostensibly to wait for his companion, but really to reach up and pull down that mink skin. When the trader and number 1 returned, number 2 asked to sample the whiskey, which his companion readily allowed. Finding it satisfactory he also produced a fine mink skin and bottle for a similar trade. This was done and the two friends departed, each with a bottle of whiskey at the expense of one mink skin for both.

The taste for whiskey and the comparative ease with which

those Indians could obtain it had, with few exceptions, a demoralizing effect upon the whole tribe; and the parties who visited Burlington would frequently hold deliberately planned and carefully executed drunks. They would take a quantity of whiskey to camp and appoint at least one woman to remain sober and care for the drunken members, after which she would herself take a solitary spree. The first act of the amazonian guard was to disarm all the others before they began to drink and to see that no weapons were within their reach. Her insignia of office were a stout hickory stick and a bunch of buckskin thongs. The first was to whack the unruly ones and the second to tie their hands and feet if necessary. The men of course opened the carousal and as they began to stretch themselves upon the ground the women, if there were others beside the guard, followed their lords and were soon as drunk as they. It is to their credit that I never saw a child among them on such occasions. They usually had the decency also to hold their orgies in their wickeups, but following is a brief account of one which I witnessed in the summer of 1840 in the open air.

A party of four men and three women had camped without a wickeup just above the present junction of Main and Water streets. It was toward nightfall and the party had returned from their visit to town bringing their whiskey in a tin water bucket. This they had placed upon the ground with several half-pint tin cups around it, and the drunk was in full blast when I reached the place. Indeed, it had passed its culmination, for all the men were lying upon the ground dead drunk. An elderly woman was on guard and of course perfectly sober. The two other women had begun their part in the debauch and were sitting upon a stone, each with her cup of whiskey in hand and each with an arm around the other. They were sipping the liquor and singing a maudlin chant with beaming faces. I went near to get a full view of the show and was angrily ordered away by the guard. I thought it prudent to go, but I only climbed the bank close by,

which was ten or twelve feet above the party, and that position gave me a better view than I had before. The guard continued to scold and threw stones at me. She could throw better than the average woman, but she did not hit me nor scare me away, although I was the only outsider present. Besides that, her attention was just then required by one of the men who had crawled up to the bucket to get another drink. She did not molest him for this, but when he arose and staggered muttering toward the pile of guns and knives which she had laid aside for safety, she hit him on the head with her stick and he dropped quietly to the ground. The other men were too drunk to get up, but as one of them was trying to do so she had to tie him; and she was otherwise kept too busy to mind me. Meantime the two other women were "gettin' fou and unco happy." In fact they were already full and there was yet nearly a quart of whiskey before them in the bucket. Moved as by a common impulse each thrust an index finger into her fauces and the immediate result was complete relief of the distended stomach. The suddenness of the relief seemed to daze them for a few minutes but they then returned to their cups and were drinking and singing again when I left them.

During the few years in which those Indians continued their visits to Burlington I witnessed many other incidents illustrative of their wanton habits, the full significance of some of which I did not then clearly perceive. It is my purpose to confine this record of incidents to my boyhood recollections, which are still very distinct, but I may say that in recalling those scenes in after years I fail to recognize that they offered any encouragement for hope of future improvement. Indeed, the article in *THE ANNALS* for October, 1899, by Hon. A. D. Bicknell, depicting the present condition of the remnant of the Iowa division of the tribe, which still lives there, shows that they have not only retained all their old antipathy to the civilization of the white man, but that they have really undergone degeneration from their

primitive condition. These are sad facts for the philanthropist, but let it be understood that the foregoing remarks are made only with reference to the parties which were observed by myself and to their successors which were discussed by Mr. Bicknell.

The laws which Congress finally enacted prohibiting the sale of intoxicating liquors to the Indians were themselves an open acknowledgment of the former destructive prevalence of the drink evil among them, but it is just to our people to say that the times were then largely at fault, and that the national conscience is now cleaner than formerly in this respect. Repugnant as were such drinking practices as I have just described, they were probably no worse than those which prevailed among our own ancestors and, within the memory of persons now living, among otherwise respectable white men in connection with some of their social functions. It should further be said to the credit of the Indians of former years that although some of their prominent men, especially after their subjugation and humiliation, indulged in drunkenness others tried hard to induce their people to abandon the use of liquor. I remember, for example, that at the close of a council which Governor Lucas held in Old Zion church at Burlington a war-dance was given by a party of Sac and Fox braves as an entertainment to the whites and at the request of the latter. At its close the performers received a liberal contribution and Chief Hard-fish made a speech thanking the donors and vehemently advising the braves not to spend a picayune of it for whiskey. Those former days were pregnant with promise of human improvement, since largely fulfilled as regards the white man, but they were not better than these.

SMITHSONIAN INSTITUTION, December 5, 1902.



# ANNALS OF IOWA.

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## EDITORIAL DEPARTMENT.

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### MR. COFFIN'S GREAT REFORMS.

It is known to tens of thousands of people in every State of the Union how earnestly Hon. L. S. Coffin, of Webster county, labored for years to secure legislation which would compel the adoption of safety appliances in coupling cars and running trains on the railroads, and thus prevent the immense suffering and loss of life which had long been visited upon the poor brakemen. The number of casualties were known to have amounted throughout the United States, to from 20,000 to 30,000 per year. The clumsy and antiquated devices by which cars were coupled together, and running trains brought to a stop, had been in use, with little or no improvement, since the early days of railroading. How he studied the subject for several years, and brought about one of the noblest reforms ever projected by an American citizen, he tells in the article from his pen which appears in this number of THE ANNALS. Mr. Coffin is now close upon eighty years of age. He writes from memory of these events which occurred years ago, and if any inaccuracies appear, they are due to the lapse of time. His intention has been to adhere strictly to the truth. His statements bear that stamp most unmistakeably, and that he can tell the story more faithfully than any other living man will not be questioned by any of his thousands of acquaintances and friends. The preparation of this article by Mr. Coffin, the leading actor in this great movement for the prevention of suffering and the saving of human lives, was undertaken by the advice of his friends in Iowa and other states. It is not only highly interesting but it adds important pages to the history of our times. Mr. Coffin tells the story of a struggle of years—

how he traveled up and down throughout the country, writing for the newspapers and periodicals, addressing large audiences, and urging state legislatures to memorialize Congress, until public sentiment was largely in favor of the proposition and the reform made possible. The Iowa legislature had passed his bill, but this only made more fully apparent the absolute need of a general law which would secure uniformity in all the states. He therefore went to Washington and brought the subject to the attention of Congress. Here, after a severe contest his bill became the law of the nation. The fight was a long and severe one, and he had arrayed against him some of the most powerful influences of the time. He generously gives to Senator Allison and Speaker Henderson, from our State, credit for some most efficient work in winning the grand success. They stood by the measure from first to last.

It is true that the subject of safety appliances on railroad trains had received attention before Mr. Coffin became interested in the work. State laws had been passed by Connecticut as early as 1882, and later by Massachusetts, New York and Michigan. But these laws, being only of local application, had not been enforced. Practically, they were dead letters. The subject had also become one of much interest and discussion at the annual meetings of the Master Car Builders' Association. In May, 1889, a circular was issued by the Interstate Commerce Commission to the various Railroad Commissions for the purpose of securing their views in this important matter. Nineteen states responded. The third annual report of the Interstate Commerce Commission (1889), gives a detailed account of this agitation and discussion. Mr. Coffin fully recognizes the work done, the substantial help given, and the stand taken by the states that had acted on this matter, and by the Interstate Commerce Commission. But it was through his efforts that public sentiment was finally aroused throughout the country and the work pushed to a successful issue—the bill passed by Congress and practical results secured.

It should be a matter of pride to all intelligent and justice-loving Iowa people that this important and most philanthropic measure will always be identified with the name of an Iowa man, and that its incorporation into the laws of the nation was due to the efforts of one of our citizens—an Iowa farmer.

This great measure was no sooner safely placed upon the statute book than Mr. Coffin started another humane movement, which though of far less scope and importance, is yet one of the most commendable works of Christian benevolence. It is known to all readers that beyond the pittance of a suit of clothes and five dollars in money, the State makes no provision for the benefit of convicts discharged from our penitentiaries. They are turned out upon the world destitute, discredited and distrusted, with poor prospects confronting them. It is little wonder that so many of them, from the cold neglect with which they are treated, drift back into crime to be soon returned to the penitentiaries. Mr. Coffin is of the opinion that a large majority of these men, if given a helping hand when they leave the prison walls, can be saved to society and to themselves, and become good citizens. In carrying out this idea he has erected a beautiful and commodious home—"Hope Hall, No. 3"—on his well known Willow Edge Farm, three miles west of Ft. Dodge. The purpose of this home is to give the ex-prisoner a temporary resting-place, surrounded by good influences, until employment can be secured for him.

This home has been erected from funds contributed almost wholly by Mr. Coffin, though he has had timely and important aid from many of the good citizens of Ft. Dodge and others. It is patterned after a similar enterprise—"Hope Hall, No. 1"—at Flushing, N. Y., and another—"Hope Hall, No. 2"—at Chicago. These institutions were projected and built, and are under the successful management of Mrs. Maud Ballington Booth, whose writings and eloquence on the rostrum have made her name a household word throughout the country. "Hope Hall No. 3" was ded-

icated by Mrs. Booth on the 24th day of October, 1902. It is not expected to be open for the reception of ex-prisoners before the coming spring.

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### THE IOWA HISTORICAL RECORD.

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A printed slip in the October number of *The Iowa Historical Record* announced the discontinuance of that periodical. It is to be succeeded this month (January, 1903) by a new quarterly magazine under the title of *The Iowa Journal of History and Politics*. *The Record* has been published by the Iowa State Historical Society since January, 1885. Its successor, like *The Record*, will appear under the auspices of the Society. *The Record*, while its support has never been adequate to its merits, or sufficient to justify any but the most meager expenditures in placing it before the public, will be greatly missed by all who have read it from its commencement. Its eighteen volumes are a most valuable repository of the materials of Iowa history. It contains the writings of many of our representative men of the time during which it was published, the most of whom have passed away or removed to other regions. What they have contributed to its pages will remain an imperishable monument to their memories. The Iowa library which has secured and carefully preserved the volumes of *The Record* may be considered very fortunate, for they will long be consulted by the students of Iowa history.

The most flattering prospects would seem to greet the new periodical at the outset of its career. It will have abundant materials for its pages in the researches and writings of historical scholars in this State and elsewhere. The last legislature generously provided the Society with funds adequate to its needs. These forecasts of prosperity are very largely due to the untiring efforts of Prof. B. F. Shambaugh, who is to be congratulated upon the distinguished success he has fairly won.



## THE PORTRAIT OF DR. WILLIAM SALTER.

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One of the most pleasing events that has ever transpired in the State Historical Department, was the public presentation to the State, November 24, 1902, of a fine oil portrait of this illustrious clergyman and author, of the city of Burlington. Few other men of his sacred calling, in any State of the Union, have ever come to occupy so high a place in the esteem and affection of the people throughout a wide acquaintance. It is most appropriate that his portrait should occupy a place of honor in the State Historical Art Gallery. The movement through which this portrait was secured was due to the efforts of Hon. Messrs. Frank Springer, of Las Vegas, N. M., and Philip M. Crapo, of Burlington. The other donors were Mr. and Mrs. C. E. Perkins, Mr. and Mrs. C. P. Squires, Mr. and Mrs. William Carson, Mr. and Mrs. Thomas Hedge, Mr. and Mrs. H. S. Rand, Mr. and Mrs. C. H. Higbee, Mr. and Mrs. J. W. Blythe, and Mr. and Mrs. Lasell.

The following gentlemen from the city of Burlington were in attendance at the presentation: Rev. Robert L. Marsh, Rev. Ludwig Holmes, J. R. Nairn, J. F. Segner, F. A. Mil-lard, Robert Donahue, Luke Palmer, S. P. Gilbert, George B. Salter, and Philip M. Crapo. Arthur Springer, of Colum-bus Junction, and Hon. Frank Springer, of Las Vegas, N. M., were also in attendance.

Rev. Dr. A. L. Frisbie, of Des Moines, kindly consented to preside. In taking the chair he paid a brief but most appreciative tribute to the life-work of Rev. Dr. Salter, his long time co-laborer in the Congregational Church of Iowa, and introduced Hon. Frank Springer, who spoke as follows:

It is a kindly maxim, born of the generous instincts of human nature, that we shall say nothing but good of those who are dead. It lends a melancholy pleasure to our memorial occasions, and often imparts to our thoughts at such times a kindness and charity which we do not always feel toward our fellow men, amid the asperities and harsh contentions of every day life. When, however, there is found one living, and who has lived long

among us, of whom, by the common consent of all who have ever known him, nothing but good can be said, the impulse to do him honor may well touch even a tenderer chord, so that for the moment we may be possessed by the finer emotions of our natures, to which it would be well indeed if we yielded ourselves more often. And it is not strange that at such a time we should desire by committing to the State on enduring canvas a just delineation of his features to signify our appreciation of a character like this without waiting for the signal of the grim messenger to remind us that the time for doing justice is at hand.

It does not require the softening touch of time nor the chastening hand of death to round off the career of William Salter, so that we may justly characterize or fittingly commemorate it. His sixty years of citizenship in the State, marshaling for us their memories of a blameless life, come forward as witnesses, and we point to them as the reasons why we are here today.

I do not deem this a time for extended eulogy or biography of this good man. Coming to Iowa in 1843 and settling shortly afterward in Burlington as a minister of the gospel, he has remained in the pulpit which he adorned for over fifty years. And now, in the evening of a grand and useful life, when the shadows are beginning to lengthen, and while he looks with calmness upon the low descending sun, he is engaged in finishing, in the vigor of an intellect which his eighty years have scarcely dimmed, and with all the enthusiasm of earlier days, a history of the State he has loved and honored so long.

His life, spent in the pursuit and practice of his sacred calling, has necessarily been quiet and uneventful. And yet it spans the period during which this State was transformed from a primeval wilderness into the imperial commonwealth we behold it now. It represents the history of Iowa. He was a part of it; he helped to make it, and he is better qualified to relate it for the benefit of those coming after than any man now living.

We are apt to forget, in the rush and stress of a busy life, that we are making history as we go along. And those who have borne a part in the building of this marvelous commonwealth of yours can render no greater service to the young generation to which they have transmitted it than to leave their own memorials of the times through which they have lived. By no other means can the youth of this day gain so true a conception of the mighty work of the fathers, or of the transcendent grandeur of their own State.

Great not merely in her wondrous resources and amazing progress, in the matchless fertility of her soil, in her schools and her charities, in the patriotism and heroic records of her citizens, but because, with her rural population, full of intelligence, thought and calm reflection, and with her freedom from the curse of large cities, she represents more nearly than any other community on this continent, the genius of republican institutions. Small wonder that she holds today such weighty influence in the councils and policies of the nation, or that presidents, when they want to

feel the pulse of public sentiment, should make pilgrimages to her borders and get in speaking distance of her people.

These reflections may seem not quite in keeping with the spirit of this occasion, but they come unbidden in the presence of these reminders of the men who made this splendid community. And, besides, much may be excused to one whom the chances of life, in early manhood, led into other fields, but who, after having borne an humble part in the building up of another community, and having also seen somewhat of the best that man and nature have done elsewhere, both at home and abroad, still counts as among the most valued of all his possessions his birthright in this great State.

As for eulogy, it would be difficult to portray in words the deep and abiding affection which exists for this venerable man in the hearts of those to whom and to whose people he has ministered, in their joys and in their sorrows, for more than half a century. I speak not merely of those who were members of his own congregation. His influence and his good works were never confined to such narrow limits. He belonged to the people of Iowa. Wherever there were wounded hearts to heal, or darkened souls to be cheered by the light of hope; wherever the poor in spirit were to be comforted; wherever the friendless needed recognition or encouragement—there he was found. What their creed was he never stopped to inquire.

In the times that tried our souls, when the sons of Iowa were offering their lives that the nation might live, he went into the field, preaching the gospel of patriotism, fortitude and good cheer to our heroes at the front. In war and in peace, to the camp and to the hearthstone, he has brought to grateful thousands of Iowa's best and noblest sons and daughters the consolations not only of religion but of a charity not bounded by any church or creed, but broad as the precepts of his Divine Master. There is scarcely a family in southeastern Iowa, among the pioneers who builded the State, and their descendants to whom, at some time and in some way, his words have not been a comfort and his presence a benediction.

Foremost in all good works; a friend of liberal education; a promoter of learning in its broadest sense; an outspoken champion of right principles wherever right and wrong joined issue—his example has been a blessing to his fellow men and his life an honor to the State.

As a slight evidence of the affection and honor in which they hold him, the citizens of Burlington have caused to be executed a faithful portrait of Dr. Salter as he appears today. No eulogy that I could pronounce would be half so eloquent or significant as this testimonial, coming as it does from his fellow citizens, who claim him as peculiarly their own. The donors of this picture have delegated to me the pleasing office of presenting it to the State. I esteem it a high privilege and an honor to be thus associated with them, and in their company to feel myself, for the moment, a citizen of Iowa again.

And therefore, sir (to Gov. A. B. Cummins), on behalf of the people of Burlington, and of the thousands of others who will be gratified by the

event, I tender this portrait for your acceptance as the property of the State, hoping that it may find a worthy place in this pantheon of her great men.

The portrait was draped with the beautiful Henderson flag which was slowly lowered by Hon. Philip M. Crapo at the conclusion of Mr. Springer's appropriate address. In a few well chosen remarks the gift was accepted by Gov. A. B. Cummins, who paid high tribute to the venerable clergyman, who is so widely known even far beyond the boundaries of Iowa. He quoted Dr. Frank W. Gunsaulus to the effect that the people of this State combined more of the qualities of good citizenship than those of any other State in the Union. "This," said the Governor, "was due to the Rev. Dr. Salter and his associates in the pioneer period of the State. . . . I believe the men and women of this generation ought to be forever grateful for the instruction, the spirit that has come down to us from former times. It is fitting that we should express in the manner we are doing today the gratitude that must fill every loyal heart."

At the conclusion of the Governor's remarks letters of regret were read from U. S. Senator W. B. Allison, the reverend and venerable Ephraim Adams, of Waterloo, Hon. Eugene Secor, of Forest City, Hon. Thomas Hedge, of Burlington, Maj. Hoyt Sherman, of Des Moines, Judge W. I. Babb, of Mt. Pleasant, and other distinguished persons.

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### GENERALS DODGE AND WILLIAMSON.

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None of the surviving soldiers of the civil war have ever surpassed Gen. G. M. Dodge in sincere sympathy for his comrades who have passed on before. Not long ago we saw him organize and carry out an effort to honor the memory of Col. W. H. Kinsman, and just now he has paid a splendid tribute to the late Gen. James A. Williamson. This last is in the form of a memoir of that distinguished Iowa soldier, which filled many columns in *The Des Moines Daily Regis-*



*ter and Leader* of December 14 and 21, 1902. It is an elaborate and sympathetic account of Williamson's career from his muster into the Fourth Iowa Infantry to the day of his death. This is also to be reproduced in a beautiful pamphlet, of which every member of the old command will receive a copy. Gen. Dodge has written many papers, addresses and reports, but we have never read anything better from his pen. He wrote from the fullest information and in deep sympathy with his old comrade-in-arms. We trust that by some means this concise record of the career of one of our bravest Iowa soldiers and noblest men may have a wide circulation in our State.

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#### JUDGE DILLON'S LAW PUBLICATIONS.

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The following is the authentic bibliography of the law writings of the Honorable John F. Dillon, who was elected Judge of the Supreme Court of this State in 1863, for the term of six years. He was re-elected, but before taking the oath of office, was appointed Judge of the U. S. Circuit Court, for the Eighth Judicial District, serving from 1869 until 1879, when he resigned. He was professor of real estate and equity jurisprudence in Columbia Law School from 1879 until 1882. Since the last date he has practiced law in New York City. Judge Dillon's works have met with a large sale in the city of London—where, in fact, some editions were published—and elsewhere throughout the United Kingdom. In this country they were recognized as standard legal authorities at once upon their publication, and repeated editions have been called for by the profession. Judge Dillon is also the author of many pamphlets on legal and historical topics, and of one of the most tasteful memorial volumes that has appeared in this country. This last was published in memory of his wife and daughter, who were lost at sea, July 4, 1898.

NEW YORK, October 24, 1900.

*Hon. Charles Aldrich, Des Moines, Iowa.*

MY DEAR SIR: Referring to your letter of May 11, in which you asked me if I had ever prepared a bibliography of my writings, and that, if so, you would be glad to receive a copy, I beg to state that my published writings in book form are as follows:

1. "Digest of the Decisions of the Supreme Court of the State of Iowa, from the organization of the Court in 1839, to 1660;" published 1860 by Luse, Lane & Company, Davenport.
2. Five volumes of "Cases Determined in the United States Circuit Courts for the Eighth Circuit:"  
 Volume 1, 1870-71, published 1871 by Griggs, Watson & Day, Davenport;  
 Volume 2, 1871-73, published 1873 by Day, Egbert & Fidler, Davenport;  
 Volume 3, 1873-76, published 1876 by Day, Egbert & Fidler, Davenport;  
 Volume 4, 1876-78, published 1878 by Egbert, Fidler & Chambers, Davenport;  
 Volume 5, 1879-80, published 1880 by Egbert, Fidler & Chambers, Davenport.
3. "Treatise on the Law of Municipal Corporations:"  
 1st edition published in 1872 by James Cockcroft & Company, Chicago, and Griggs, Watson & Day, Davenport;  
 2nd edition published in 1873 by James Cockcroft & Company, New York;  
 3rd edition published in 1881 by Little, Brown & Company, Boston;  
 4th edition published in 1890 by Little, Brown & Company, Boston.
4. "Removal of Causes from State Courts to Federal Courts, with forms adapted to the several Acts of Congress on the subject;"  
 1st edition published in 1875 by the Central Law Journal, St. Louis;  
 2nd edition published in 1877 by the Central Law Journal, St. Louis;  
 3rd edition published in 1881 by William H. Stevenson, St. Louis.
5. "Laws and Jurisprudence of England and America; being a series of lectures delivered before Yale University;" published in 1895 by Little, Brown & Company, Boston.

I have no extra copies of any of these works except the fourth edition of "Dillon on Municipal Corporations" and my book on "Laws and Jurisprudence." I take pleasure in sending you by express today copies of these books, which I shall be glad to have placed in the Historical Department of Iowa.

With kind regards, I am

Very sincerely yours,

JOHN F. DILLON.

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THE LENGTH of the leading articles in this number of THE ANNALS has made it necessary to omit several which had been prepared for its pages, but for which we hope to find room hereafter.

## NOTABLE DEATHS.

MOSES M. HAM was born in the town of Shopleigh, York county, Maine, March 23, 1833; he died at Dubuque, Iowa, Dec. 25, 1902. Mr. Ham came of revolutionary stock. His ancestors bore an honorable part in the colonial and revolutionary wars and the war of 1812. He was educated at the Collegiate Seminary at Carysville, and at Oneida College, Schenectady, N. Y. He graduated at the last named institution in 1855. Migrating westward he first settled in Jonesville, Mich., where he became principal of the public schools which place he held for two years, at the expiration of which time he began his career in journalism. He secured a position on *The Detroit Free Press*, of which Wilbur F. Story (afterwards of *The Chicago Times*) was the editor. He entered the military service in the war for the Union, and was for a short time adjutant of a Michigan regiment, though he saw no active service. He remained with *The Free Press* until 1863, when he removed to Dubuque and secured an interest in *The Herald* of that city. He was first associated with Stillson Hutchins and Patrick Robb. Two years later Mr. Robb died and Mr. Hutchins removed to Washington, D. C. Mr. D. D. W. Carver, who had been associated with A. B. F. Hildreth in *The Charles City Intelligencer*, then became a joint partner with him in the proprietorship of *The Herald*. Mr. Ham from this time was the editor of *The Herald* "for thirty-five years without a break." It became under his editorial management, one of the foremost democratic papers in the State. It was able and enterprising in all its departments, but especially in its commercial reports. Mr. Ham occupied a high position in the councils of his party, not alone in Iowa, but in the nation, serving as delegate in its national conventions and as a member of its national committees. He enjoyed the confidence of Samuel J. Tilden and President Cleveland. He was tendered the appointment of assistant postmaster general by the latter, which he declined for business reasons. He accepted the position of postmaster of Dubuque, which he held eight years. He served a term as state senator, and as trustee or regent of the State University several years, and long as a member of the local board of education. He was a tireless worker, who gave all his energies to whatever task his hands or head found to do, a vigorous, able and versatile editor. No man in his city enjoyed in a higher degree the personal respect and confidence of those who knew him well. Several years ago he became a victim of that fell disease known as locomotor ataxia, which resulted in paralysis of his lower limbs. He was unable to move about except in an invalid's chair. But until a short time before the end came his mind was bright and clear and he continued to write for the public press. Two of his articles relating to the early history of Dubuque were prepared for and appeared in this magazine. He and Mr. Carver presented to the Historical Department of Iowa a file of *The Herald* for more than forty years, a gift which will always be esteemed as of great value by the students of Iowa history.

MARTIN TUTTLE was born in Monroe county, Ohio, Nov. 27, 1824; he died in Des Moines, Nov. 9, 1902. He was the son of James and Esther Crow Tuttle; his father born in Kennebunk Port, Maine; his mother of Pennsylvania German-Quaker stock. He was a younger brother of General James Madison Tuttle, the hero of Fort Donelson. Their earliest ancestor in America, John Tuttle, arrived in Boston in the ship Planter, 1635. Martin Tuttle married Miss Mary George, of Fayetteville, Ind., March 7, 1849, and soon removed to Farmington, Iowa. Their children are Alice, Mrs. W. W. Baldwin, of Burlington; Georgia, Mrs. John H. Drabelle, of St. Louis; Charles, deceased 1901; Sarah, Mrs. Francis F. Connor, of Bur-

lington; James, of San Francisco; Mary, Mrs. George B. Salter, of Burlington; John, of Chicago. The mother died in February, 1870, and in August, 1872, Mr. Tuttle married Mrs. Harriet Moulton Battelle, mother of Mr. Will Battelle. Mr. Tuttle was a merchant in Farmington until 1860, when he removed to Des Moines, and established himself in business with his father on Court Avenue in the Sherman block. A Democrat of the old school, he was elected mayor in 1874. Of a well balanced mind, a poised judgment, and a friendly nature, his industry, enterprise, and fair dealing won him general confidence and a warm place in the hearts of his fellow citizens as a man of solid worth, reliable in all circumstances. He was president of the Central State Bank of Des Moines, and a director of the Peoples Savings Bank. As an American citizen, justice and equal laws were his political ideals of human society and the State, and upon these foundations he did his part with other pioneers of like character in building up Iowa and the Capital City to the prosperity and fame they have reached.

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ORLANDO G. TREMAINE was born at Oconomowoc, Wis., Nov. 21, 1854; he died in the hospital at Wauwatose, Wis., whither he had been taken for treatment, Nov. 12, 1902. He was the second son of the late Hon. Ira H. Tremaine, of Hamilton county, Iowa. He came to this State with his parents in 1867, the family settling upon a farm six miles south of Webster City. He was educated at the Iowa State University, and at Hahnemann (Homœopathic) Medical College in Chicago. After his graduation he located at Ida Grove, Iowa, for the practice of his profession, where he achieved a brilliant success. He was always a growing man, attracting wide attention not only by his successful practice but by his writings and original investigations and experiments. He became eminent in his profession. In the autumn of 1893 he was elected to a professorship in Hahnemann Medical College, which he filled acceptably for four years, when he resigned and returned to the practice of his profession at Webster City. He succeeded admirably as a practitioner until about the year 1898, when he contracted a serious illness from the effects of which he never fully recovered. He resumed his college work in January, 1900, but was compelled to return to his Iowa home the following spring much reduced in health. After that he gradually declined until the end came. From his boyhood days he had been an active and useful member of the Presbyterian Church. Skilled in his profession, useful in his church, and highly esteemed wherever he was known, his premature death was a sad loss to the community in which he had grown to manhood.

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LEWIS W. ROSS was born in Hanover township, Butler county, Ohio, Oct. 15, 1827; he died at Council Bluffs, Iowa, Nov. 22, 1902. Mr. Ross entered Farmers College in his native state in May, 1848, remaining until 1850, when he changed to Miami University, where he graduated in 1852. He settled in Cass county, Iowa, in 1856, removing to Council Bluffs in 1861, which became his permanent home. He was elected State Senator in 1863, from the district composed of the counties of Fremont, Mills, Cass and Pottawattamie, serving four years. As a legislator he ranked with the first. He was elected a trustee of the State University in 1864, and re-elected in 1868. In 1874 he was chosen to the board of regents of that institution for the term of six years. In 1880 he was made a resident professor in the law school, and the following year was promoted to the office of chancellor of the law department. He was largely instrumental in organizing and establishing the law, medical and homœopathic medical departments. He was author of "An Outline of Common Law and Code Pleading," and "An Outline of the Law of Real Property." He ranked high as an equity and real estate lawyer. Chancellor Ross was an honored member



of the Iowa Pioneer Law Makers Association, and was always in attendance upon its biennial meetings. He took a deep interest in the State historical department, and gave it words of the heartiest approval and encouragement from the first. Says Congressman Walter I. Smith, "He was an ideal lawyer, a conscientious citizen, and a man of unusually clean life and character."

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The venerable and revered Father Philip Laurent was born near Dijon, France, Feb. 23, 1828; he died at his old home across the sea, Dec. 3, 1902. Father Laurent was educated for the Catholic priesthood in his native place, in the old city of Autun, at Plombieres, at Troyes and at Paris. He became acquainted with Matthias Loras the first Bishop of Dubuque, whose cordial and repeated invitations to come to the new State of Iowa the young student accepted. He was ordained in Dubuque in 1851, and sent to Muscatine where he took charge of the old St. Matthias congregation. It was with this people mainly that he spent his days, though he taught awhile in the Catholic Seminary a few miles west of Dubuque, and performed missionary work in several other localities in Iowa. He was with his congregation fifty years, during which time "he erected a beautiful church edifice, school houses, and homes for pastor and sisters." These are his monuments. Father Laurent was equally beloved and respected by Catholics and Protestants, and educators and professional people were his warm friends. Seldom, if ever, has the press of Muscatine paid such high tributes to one called hence. After a life of the highest usefulness in a foreign land, the good priest while visiting at his old home was called to his final rest. It was understood that he desired to return and end his days at Muscatine. As one of the earliest and foremost of the missionary priests who came to this region, he will occupy a prominent place in the history of the Catholic Church of Iowa.

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JOHN FITCH KINNEY was born in New Haven, N. Y., April 2, 1816; he died at San Diego, California, Aug. 16, 1902. After receiving his school and college education he studied law, settling at Marysville, Ohio, where he was admitted to the bar in 1837. He practiced his profession at Mt. Vernon, Ohio, from 1839 to 1844, when he removed to Lee county, Iowa. He became secretary of the council of the seventh and eighth territorial legislatures, and also district attorney. On the admission of the State he was appointed associate judge of the supreme court dating from June 12, 1847, and reappointed Jan. 26, 1848. On the 8th of the following December he was elected to the same position by the general assembly for six years. In 1853 President Pierce appointed him chief justice of the supreme court of Utah. After serving until 1857 he removed to Nebraska, where he practiced law until 1860, when President Buchanan reappointed him chief justice of Utah, in which place he served until 1863, when he was elected delegate from that territory to the thirty-eighth congress without opposition. He served until 1865, and then removed to San Diego, Cal., where he spent the remainder of his days, though he held some appointments under the Commissioner of Indian Affairs. While in Iowa he earned proud distinction as an independent, learned and able jurist.

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TYLER P. WALDEN was born in Adams county, Ohio, June 13, 1846; he died in Allerton, Wayne county, Iowa, Sept. 16, 1902. He came to Lee county, Iowa, when a child, with his family. In the sixties he removed to Wayne county, where he afterwards lived. He served as deputy county auditor for several years. In 1874 he organized and became cashier of the first bank ever established in Allerton. He was elected a member of the 29th general assembly, and was recognized as a useful member of that body.

JAMES C. ADAMS was born in Bourbon county, Ky., August 23, 1842; he died at Cresco, Iowa, Nov. 10, 1902. He began his apprenticeship at the printer's trade at the age of 12 in Clinton, Ill., and remained in newspaper work throughout his life. At the breaking out of the civil war he left college to enlist in Co. F, 41st Ill. volunteer infantry, serving through the war. In the years immediately following he engaged in newspaper work in Eureka, Ill., and in Columbus, Miss. At the latter place he had some thrilling experiences at the hands of the Kuklux. In 1871 he established *The Delta* at Avoca, Iowa. He was very actively in favor of prohibition, speaking and working for the cause constantly. His contest with the railroads because of their exorbitant rates of transportation resulted in a great saving to those in his vicinity. In 1883 he removed to Dakota. Here he supported the cause of the admission of the Dakotas as states. He was elected to the territorial senate and was a member of the constitutional convention. In 1893 he purchased *The Howard County Times*, at Cresco, where he afterwards resided. During forty years of active political and public life he was an unselfish worker for every good cause, without regard to personal interest or remuneration.

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JOSEPH C. STONE was born in Westport, N. Y., July 30, 1829; he died suddenly at Burlington, Dec. 3, 1902. He came to Iowa territory in 1844 with his parents, who settled in Le Claire, Scott county, where some of his family yet live and where his father and grandfather died. The young man attended the medical department of the St. Louis University, where he graduated in 1854. When the Crimean war broke out he secured a commission in the Russian service and remained abroad for more than a year. He then engaged in the practice of his profession at Iowa City. He was appointed by Governor Grimes, Superintendent of Public Instruction in 1857, and served for a short time. At the breaking out of the war he enlisted as a private in the First Iowa Cavalry; subsequently he became captain, assistant adjutant general, major and lieutenant-colonel. He remained in the service until the end of the struggle. He then settled in Burlington, which city was his home the remainder of his life. In 1867 he was elected to the Forty-fifth Congress, but retired after but one term of service. He succeeded George W. McCrary and was succeeded by Moses A. McCoid. The deceased physician had long been looked upon as one of the leading surgeons in southeastern Iowa.

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CALVIN P. HOLMES was born in Madison county, N. Y., in 1839; he died at Des Moines, Iowa, Dec. 23, 1902. When a small boy his parents removed to Ohio, where he was educated in the common schools. In 1854 he came with the family to Maquoketa, Iowa. After graduating from the Academy at that place, he studied law and was admitted to the bar at De Witt, Clinton county. He began practice at Anamosa. In 1863 he came to Des Moines and for four years filled the position of deputy under his brother, Hon. William H. Holmes, who had been elected State treasurer in 1862. Another brother, Rev. O. A. Holmes, was long prominent in the Baptist Church of Iowa, and one of the founders of Des Moines College. He afterwards resumed the practice of law in Des Moines. He served on the city council and at one time as city solicitor, and for many years was the counsel for what is now the Chicago Great Western Railroad. In 1890 he was elected district judge and for twelve years served in that capacity. His repeated elections give the highest evidence of the universal esteem in which he was held. In November, 1902, he was re-elected for a fourth term by a large vote.

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DEBORAH ELLYSON was born at Damascus, Ohio, May 15, 1816; she died at Des Moines, Iowa, Oct. 3, 1902. In 1842 she was married to Jonathan

Wright Cattell. Four years later they removed to Springdale, Cedar county, Iowa. He was elected to the State Senate in 1856, and as State Auditor in 1858. He then removed to Des Moines, which became the permanent residence of the family. Mr. Cattell was a man of much note in public affairs. He held the office of Auditor of State six years, and was elected State Senator by Polk county in 1865, holding that position four years. He was noted for his intimate and comprehensive knowledge of State affairs, and was often mentioned as "a walking cyclopedia of Iowa information." He died in 1887. Mrs. Cattell was a leader in temperance reform and as such was widely known. She was one of the founders of the Equal Suffrage Society of Polk county. In whatever work she engaged she was always active and zealous. Her circle of friends was co-extensive with her acquaintance, and her death called forth expressions of the deepest sympathy and respect. Though living to good old age the deaths of both Mr. and Mrs. Cattell were due to accidents.

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ROBERT EMMETT CARPENTER was born in Harford, Pa., August 13, 1834; he died at Long Beach, Cal., November 6, 1902. He was a graduate of the Wyoming, Pennsylvania, Seminary. In 1852 he came to Iowa and engaged in business with his brother, Gov. C. C. Carpenter at Ft. Dodge. During the gold fever period he went west, remaining for some time in Colorado and later teaching school in Texas. When the war broke out he enlisted with an Iowa regiment and served a short time. He was for several years deputy county treasurer of Webster county, and also served as clerk of the board of supervisors. In 1880 he was appointed superintendent of the National Yellowstone Park, but after a short period it passed under military control. Mr. Carpenter then went to Watertown, S. D., where he edited *The Courier News* for six years. He was also receiver of the U. S. Land Office at that place. He afterwards made his home in Des Moines for some time, but some five years ago returned to Ft. Dodge. He was a fine speaker and prominent in political circles in both Iowa and South Dakota.

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BENJAMIN FRANKLIN SNOOK was born in McArthur county, Ohio, June 20, 1835; he died in Webster City, Iowa, Dec. 4, 1902. When a child his parents removed to Indiana and settled on a farm near Crawfordsville, where he grew to manhood. In 1855 he came with his parents to Iowa, locating in Mahaska county. With the exception of four years, he had since been a resident of this State. In early life he joined the Christian Church and became a minister in the denomination; somewhat later he united with the Seventh Day Adventists. But about thirty-five years ago he became a Universalist, and during his long ministry in this church he labored in many different towns, including Vinton, Cedar Rapids, Tipton, Cedar Falls, Bloomfield, Clarinda, Iowa Falls, Steamboat Rock, Storm Lake and Webster City. In 1880 he went abroad. After his return he spent much of his time lecturing on his travels in Palestine.

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WILLIAM K. BARKER was born in Thorntown, Indiana, Nov. 15, 1843; he died at Cresco, Iowa, Nov. 11, 1902. In 1857 he removed with his parents to Iowa, settling on a farm near the present town of Cresco. When the war broke out he enlisted in Co. B, Seventh Iowa Volunteer Infantry, and served throughout the war. He spent some years after the war teaching, farming and reading law. In 1877 he was admitted to the practice of the law. From 1887 to 1890 he served as county attorney of Howard county. He was elected a member of the 29th general assembly, and was considered one of the ablest members of the House. He served on several important committees and was a member of the joint commission appointed to edit the new code supplement.



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